# Single Aisle
# TECHNICAL TRAINING MANUAL
# T1+T2 (IAE V2500) (Lvl 2&3)
# EQUIPMENT/FURNISHINGS

This document must be used for training purposes only

Under no circumstances should this document be used as a reference

It will not be updated.

All rights reserved
No part of this manual may be reproduced in any form,
by photostat, microfilm, retrieval system, or any other means,
without the prior written permission of AIRBUS S.A.

AIRBUS Environmental Recommendation
Please consider your environmental responsability before printing this document.

# EQUIPMENT/FURNISHINGS

## GENERAL

Equipment Furnishings Component Location (2) . . . . . 2

## COCKPIT

Cockpit Emergency Equipment Presentation (2) . . . . . 18
Cockpit Seats Description/Operation (3) . . . . . 20
Sliding Windows Description/Operation (2) . . . . . 24

## PASSENGER COMPARTMENT

Typical Galley Installation D/O (3) . . . . . 26
Typical Lavatory Installation D/O (3) . . . . . 38
Passenger and Attendant Seats D/O (3) . . . . . 50
Heated Floor Panel System D/O (option) (3) . . . . . 66

## EMERGENCY EQUIPMENT

Pax Door Escape Slide Deployment / Description (3) . . . . . 76
Pax Door Escape Slide Disconnection (3) . . . . . 84
Pax Door Escape Slide Installation (3) . . . . . 88
Pax Door Escape Slide/Raft Deployment/Description (option) (3) . . 92
Pax Door Escape Slide/Raft Disconnection (option) (3) . . . . . 96
Pax Door Escape Slide/Raft Installation (option) (3) . . . . . 98
Offwing Escape Slide Deployment / Description (3) . . . . . 102
Offwing Escape Slide Removal (3) . . . . . 106
Offwing Escape Slide Installation (3) . . . . . 110
Emergency Exit Escape Slide Deployment/Descr. (A321) (3) . . . . . 114
Emergency Exit Escape Slide Installation (A321) (3) . . . . . 120
Offwing ESC SLD Release MECH Description (3) . . . . . 122

## CARGO COMPARTMENTS

Cargo Loading Operation (option) (2) . . . . . 130
Cargo Bulk Loading D/O (A319/320/321) (2) . . . . . 146
Draining System D/O (3) . . . . . 152
Cargo Compartment Decompression Panel D/O (3) . . . . . 156
Equipment Furnishings Line Maintenance (2) . . . . . 164

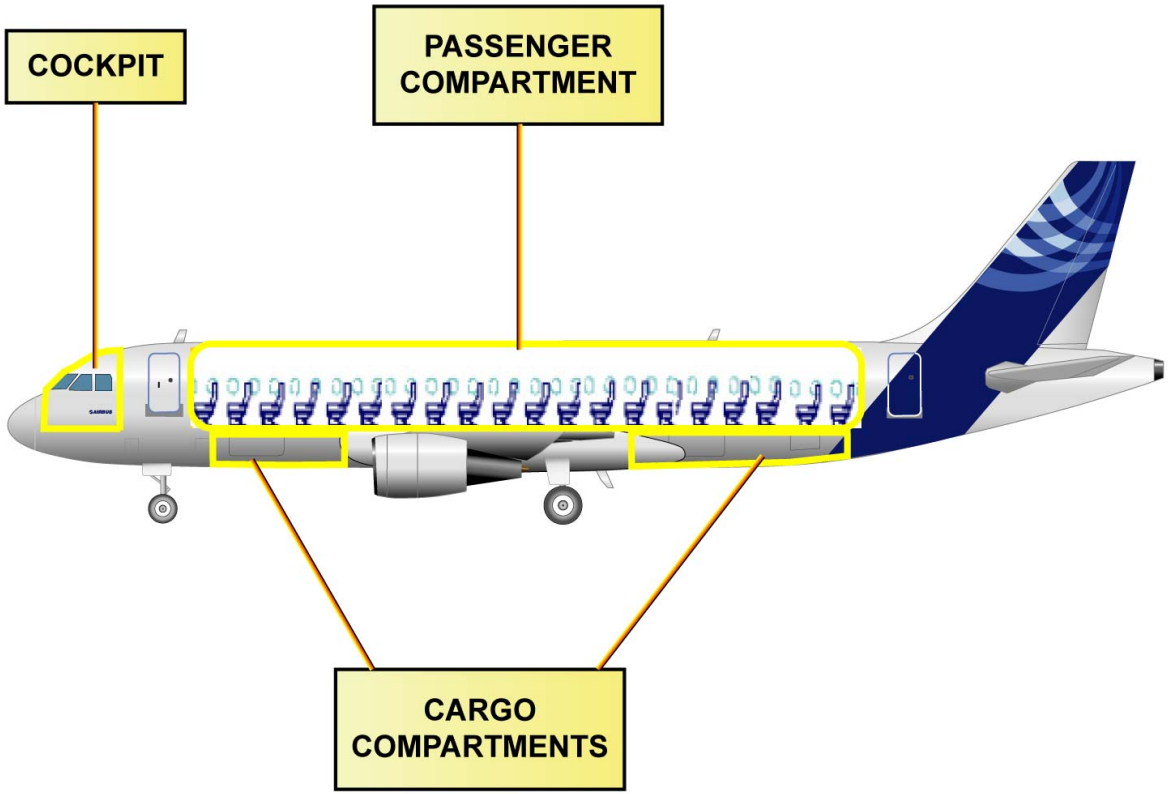
UGB13131 - U7ST0M0

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW

The equipment and furnishings are installed in different compartments:
- the cockpit,
- the passenger compartment,
- the cargo compartments.

UGB13131 - U7ST0M0 - UM25C1COMPLOC01




SYSTEM OVERVIEW

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW (continued)

### CABIN PANEL LAYOUT

The cabin interior has removable panels. The lining design can be adapted to the cabin layout. The lower side wall panels are installed between the cabin floor and the upper side wall panels. The upper side wall panels are installed on the side of the cabin. They include the window contour. Inner window panels and sun visors are installed on the upper side wall panel. The cove light panels are in the space between the upper side wall panels and the overhead stowage compartments.

The cove light panels are removable to replace cabin lights.

The overhead stowage compartments are installed above the cabin seat rows. They go from the first seat row to the last seat row on the left and right hand sides of the cabin. The overhead stowage compartments have different sizes and their position is adapted to the cabin layout.

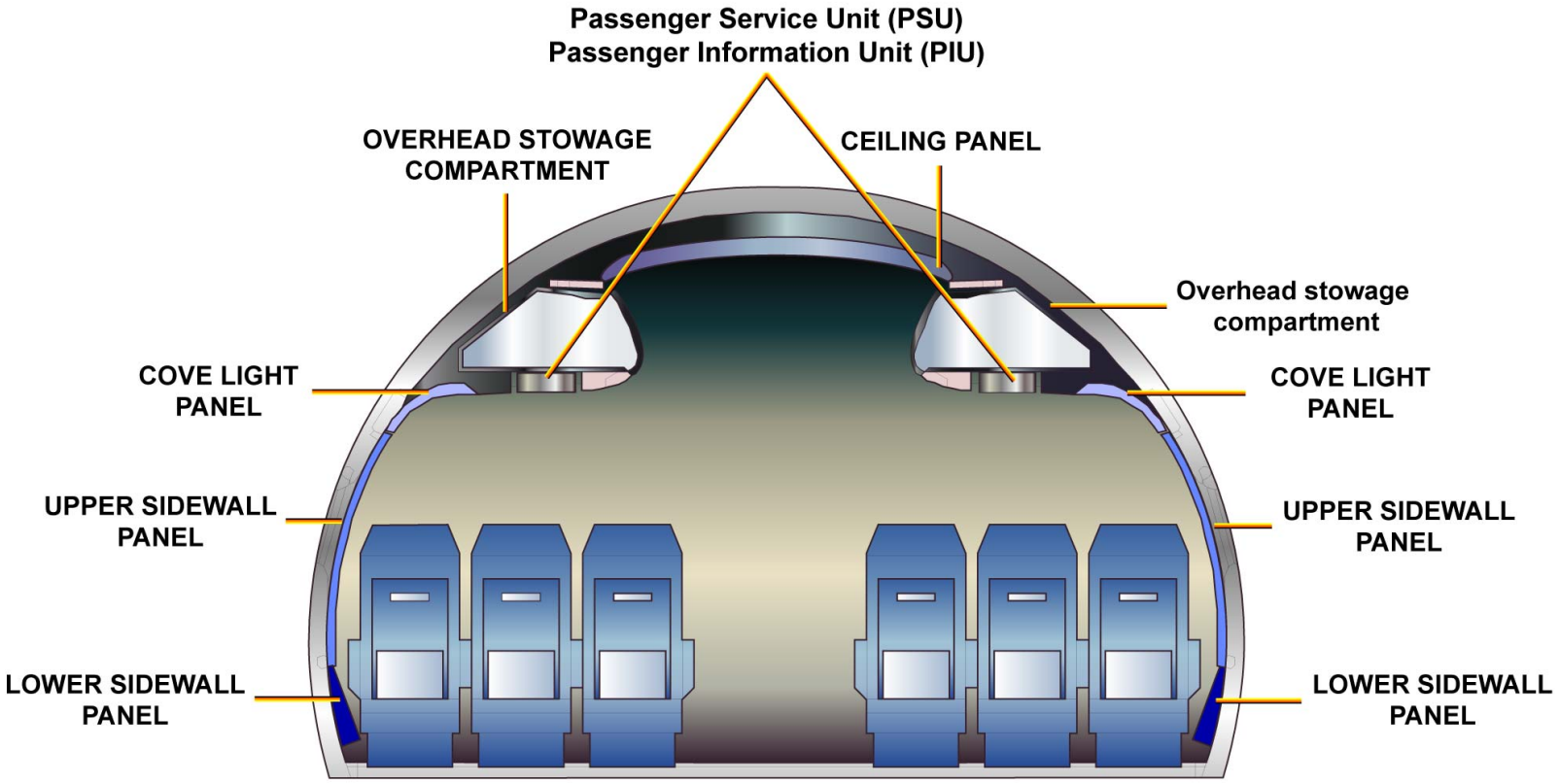
Removable ceiling panels are installed in the cabin. They are installed along the full length of the cabin and the utility areas.

The passenger service information units include the Passenger Service Units (PSUs) and the Passenger Information Units (PIUs).

They are installed in the service channel, above the seat rows. The PSUs and PIUs have different lengths in relation to the aircraft furnishing configuration. These units are:

- information panel,
- attendant call panel,
- emergency oxygen mask and generator container,
- reading light panel,
- individual air outlet panel.

UGB13131 - U7ST0M0 - UM25C1COMPLOC01



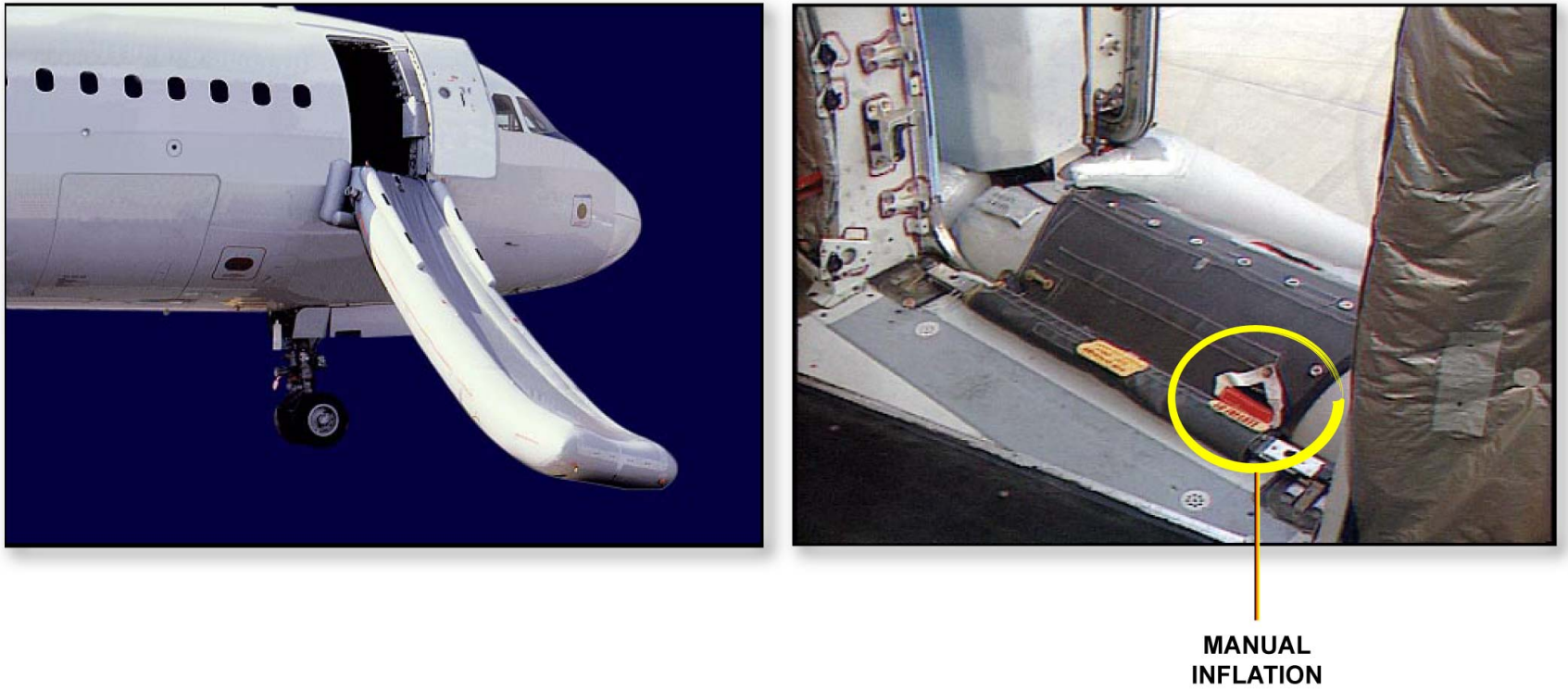

SYSTEM OVERVIEW - CABIN PANEL LAYOUT

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW (continued)

### PASSENGER DOOR ESCAPE SLIDE

The forward and aft cabin doors have a single-lane escape slide (as shown on the picture) or a slide raft.
The inflation and deployment start automatically when the cabin door opens in the armed mode. If
t
he escape slide does not inflate automatically, the red manual inflation handle installed on the right hand side of the gird bar must be pulled.




SYSTEM OVERVIEW - PASSENGER DOOR ESCAPE SLIDE

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW (continued)

### EMERGENCY EXIT ESCAPE SLIDE

The A318, A319 and A320 emergency exits have a dual-lane escape slide, which will deploy automatically when the left hand or right hand overwing exit opens. If the automatic inflation does not occur, a red handle installed in each exit frame must be pulled to start the manual inflation. The containers of the emergency exit escape slides are in the wing root fairing and the inflation reservoirs are in the aft cargo compartment. You can get access to the inflation reservoirs from the aft cargo compartment.

The emergency exit escape slides are in a container in the fuselage below each door.

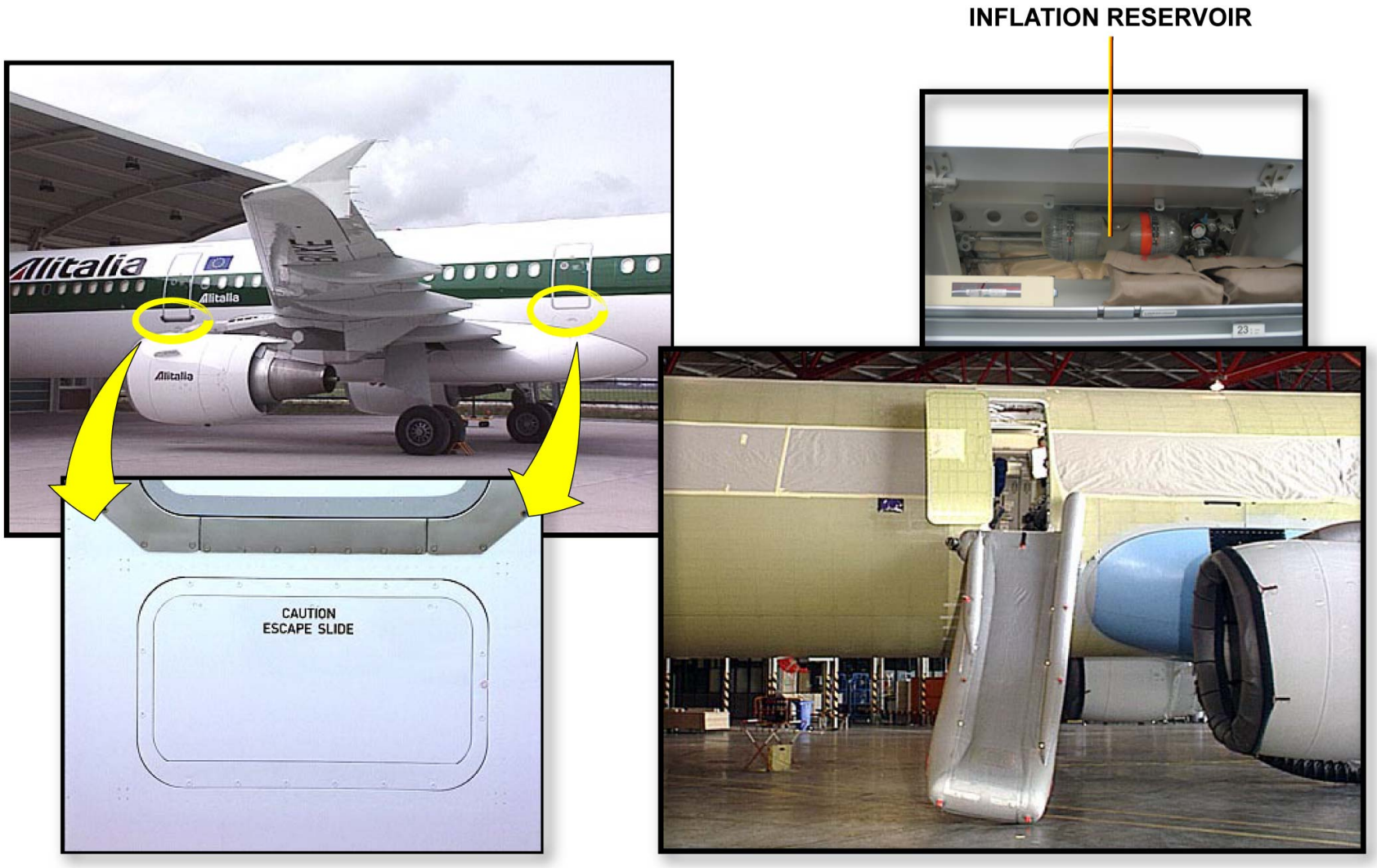
The inflation reservoirs are installed above each door in the overhead stowage compartment.

The escape slide is of single-lane type.

OFFWING ESCAPE SLIDE
STOWAGE COMPARTMENT

MANUAL
INFLATION

SYSTEM OVERVIEW - EMERGENCY EXIT ESCAPE SLIDE




SYSTEM OVERVIEW - EMERGENCY EXIT ESCAPE SLIDE

This Page Intentionally Left Blank

UGB13131 - U7ST0M0 - UM25C1COMPLOC01

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW (continued)

### CARGO COMPARTMENTS AND CARGO LOADING (A318)

For the A318, the lower deck is divided into three cargo compartments:
- the forward cargo compartment,
- the aft cargo compartment,
- the bulk cargo compartment.

UGB13131 - U7ST0M0 - UM25C1COMPLOC01

FORWARD CARGO

AFT CARGO

SYSTEM OVERVIEW - CARGO COMPARTMENTS AND CARGO LOADING (A318)

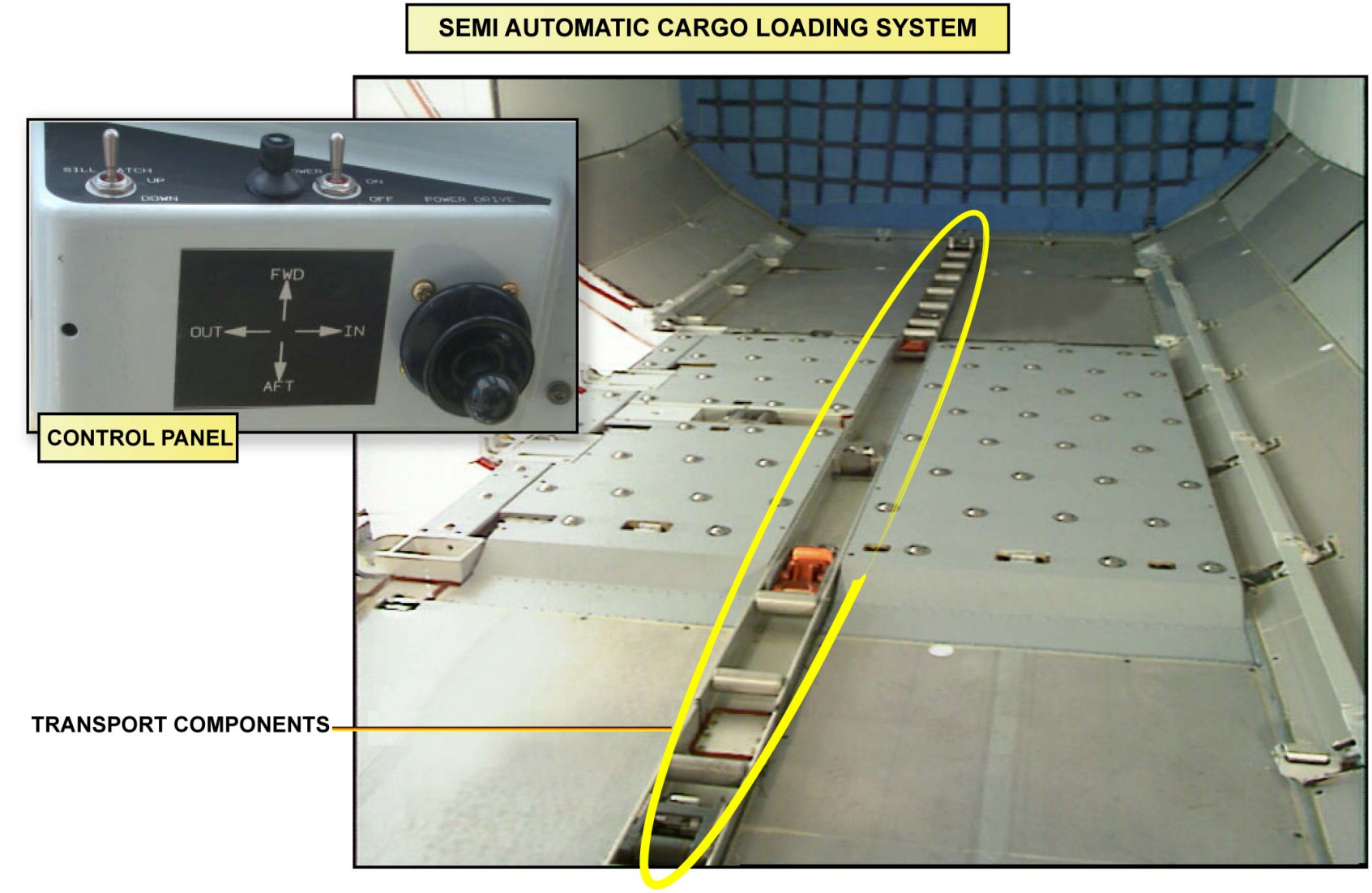
# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## SYSTEM OVERVIEW (continued)

### CARGO COMPARTMENTS AND CARGO LOADING (A319, A320 & A321)

The lower deck is divided into three cargo compartments:
- the forward cargo compartment,
- the aft cargo compartment,
- the bulk cargo compartment.

On the A319, A320 and A321, the forward and aft cargo compartments can have an optional semi-automatic cargo loading system. There are also tie-down and attachment points for divider nets used as a separation between the bulk cargo and the aft cargo compartment.

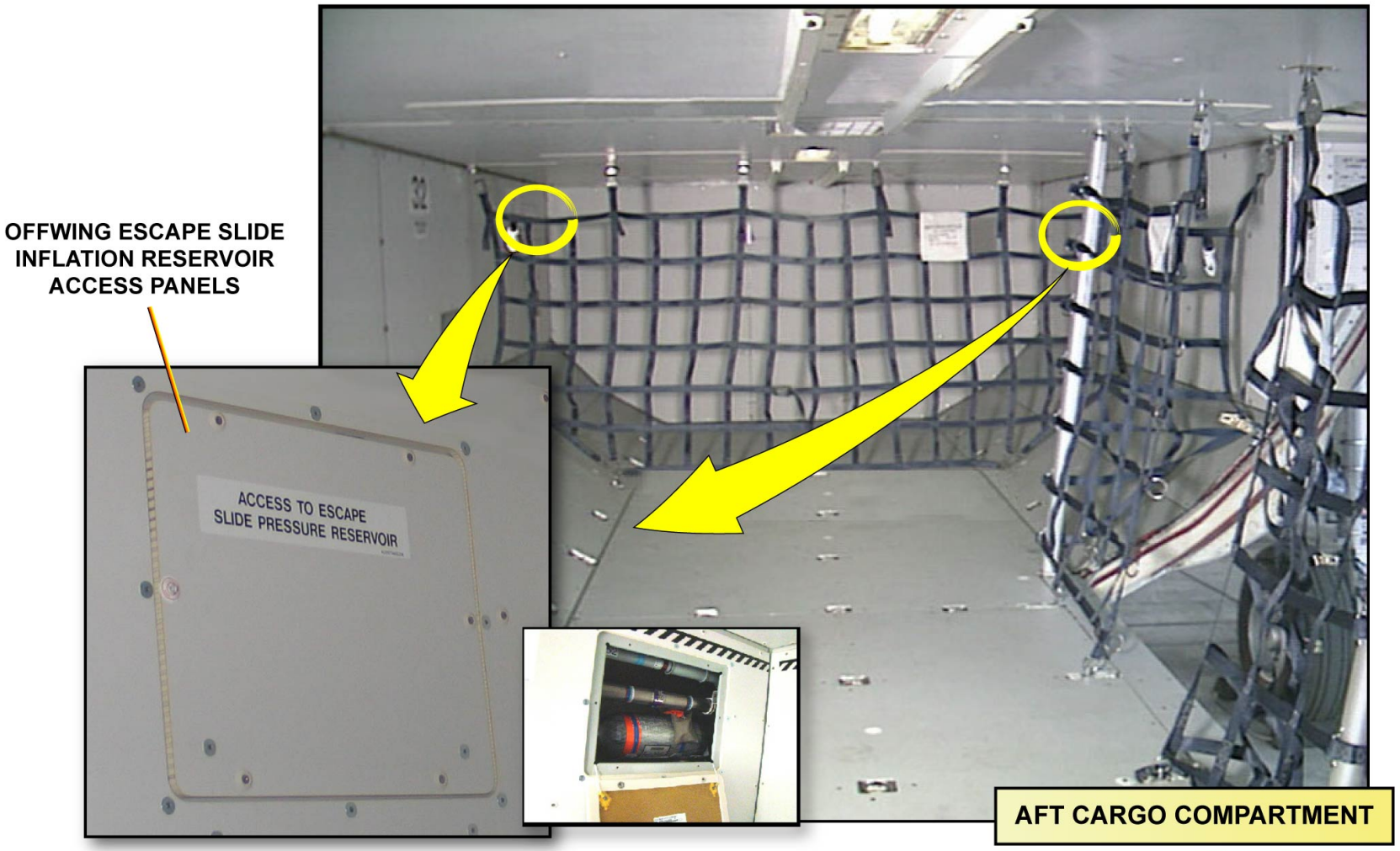



SYSTEM OVERVIEW - CARGO COMPARTMENTS AND CARGO LOADING (A319, A320 & A321)

# EQUIPMENT FURNISHINGS COMPONENT LOCATION (2)

## COMPONENT LOCATION

The containers of the emergency exit escape slides are in the wing root fairing and the inflation reservoirs are in the aft cargo compartment. You can get access to the inflation reservoirs from the aft cargo compartment.



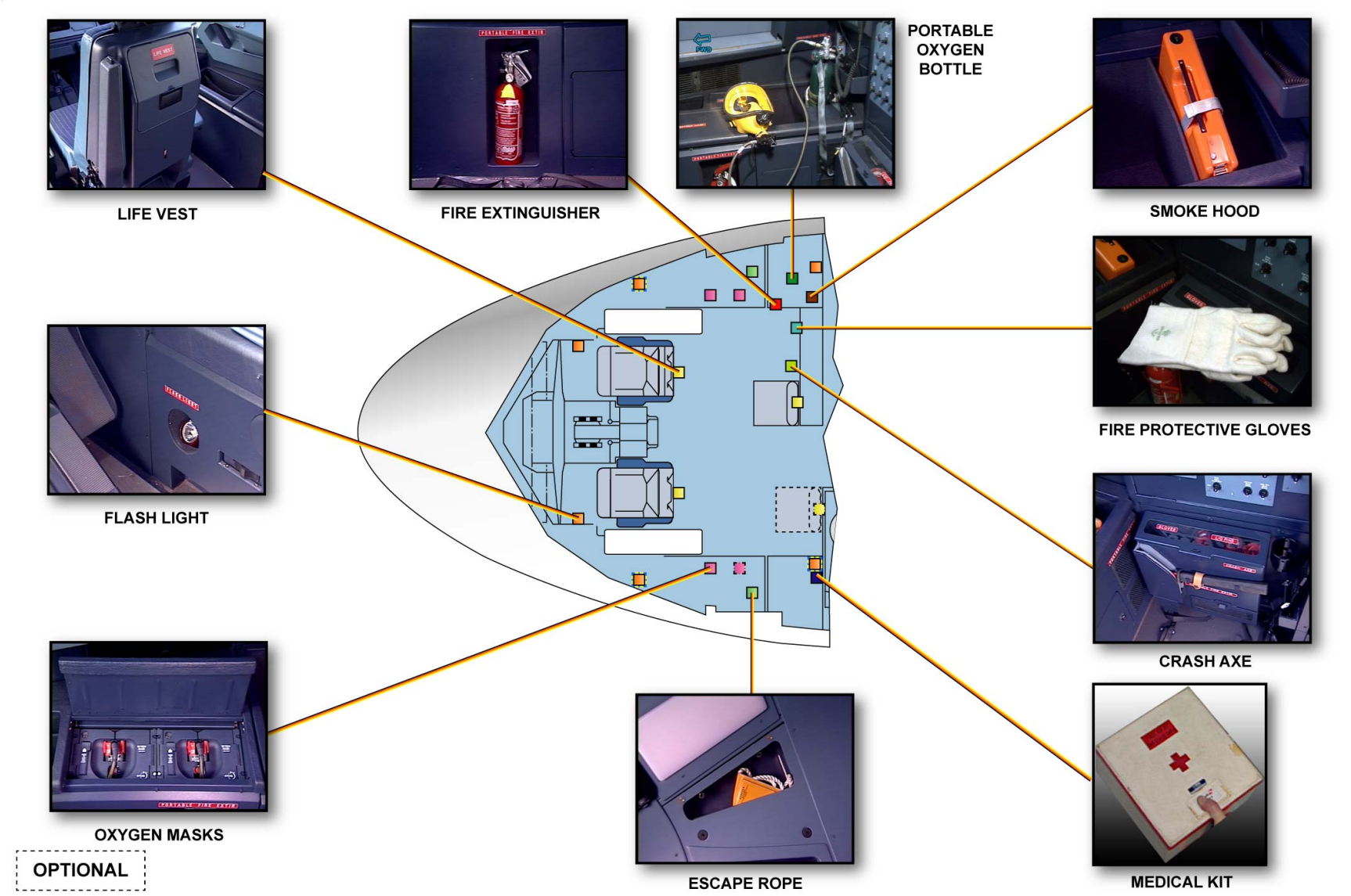

COMPONENT LOCATION

# COCKPIT EMERGENCY EQUIPMENT PRESENTATION (2)

## EMERGENCY EQUIPMENT

The emergency equipment for a 4-seat cockpit consists of:
- two escape ropes,
- one fire extinguisher,
- two smoke hoods,
- one pair of fire protective gloves,
- one crash axe,
- four life vests,
- one medical kit,
- four oxygen masks,
- three flash lights,
- one portable oxygen bottle.

As an option, two flashlights can be installed under sliding window.
These flashlights replace the two flashlights installed under the sidesticks.
They can be used by crew members in case of bad lights occurring during an on-board emergency.




EMERGENCY EQUIPMENT

# COCKPIT SEATS DESCRIPTION/OPERATION (3)

## PILOT SEATS

Seat movements can be electrically or manually adjusted.

### VERTICAL TRAVEL

To adjust the seat upwards or downwards, pull the control handle marked "V" to unlock the seat. For manual control:
- take your weight off the seat and adjust the seat to the required position,
- release the handle to lock the seat,
- to adjust the seat downwards the procedure is similar, your weight is sufficient to move the seat downwards,
- the down movement of the seat is slowed down by means of a gas cylinder.

For electrical control, place the control switch in the UP or DOWN position until the seat reaches the required position.

### HORIZONTAL TRAVEL

To move the seat forwards or backwards pull the control handle marked "H" to unlock the seat. For manual control:
- when the desired position is reached, release the handle to lock the seat.

For electrical control, place the control switch in the FWD or REAR position until the seat reaches the required position.
The positions of the seat are adjusted according to the indicators (2 red and 1 white balls) located on the center window frame between the two windshields.

### BACKREST

Pull the control handle marked "R" to adjust the backrest position. The system is controlled via two cables. A gas cylinder acts as a return spring for the backwards movement of the backrest.

### LUMBAR REST

Two coaxial knobs enable vertical and horizontal lumbar rest adjustment. Rotation of the triangular knob is used for the depth adjustment of the lumbar rest. Rotation of the second serrated knob is used for the vertical movement of the lumbar rest.

### INBOARD ARMREST

The inboard armrest can be raised vertically and stowed behind the backrest. The inboard armrest is on the center pedestal side. Tilt angle adjustment is made using a knob installed on the front.

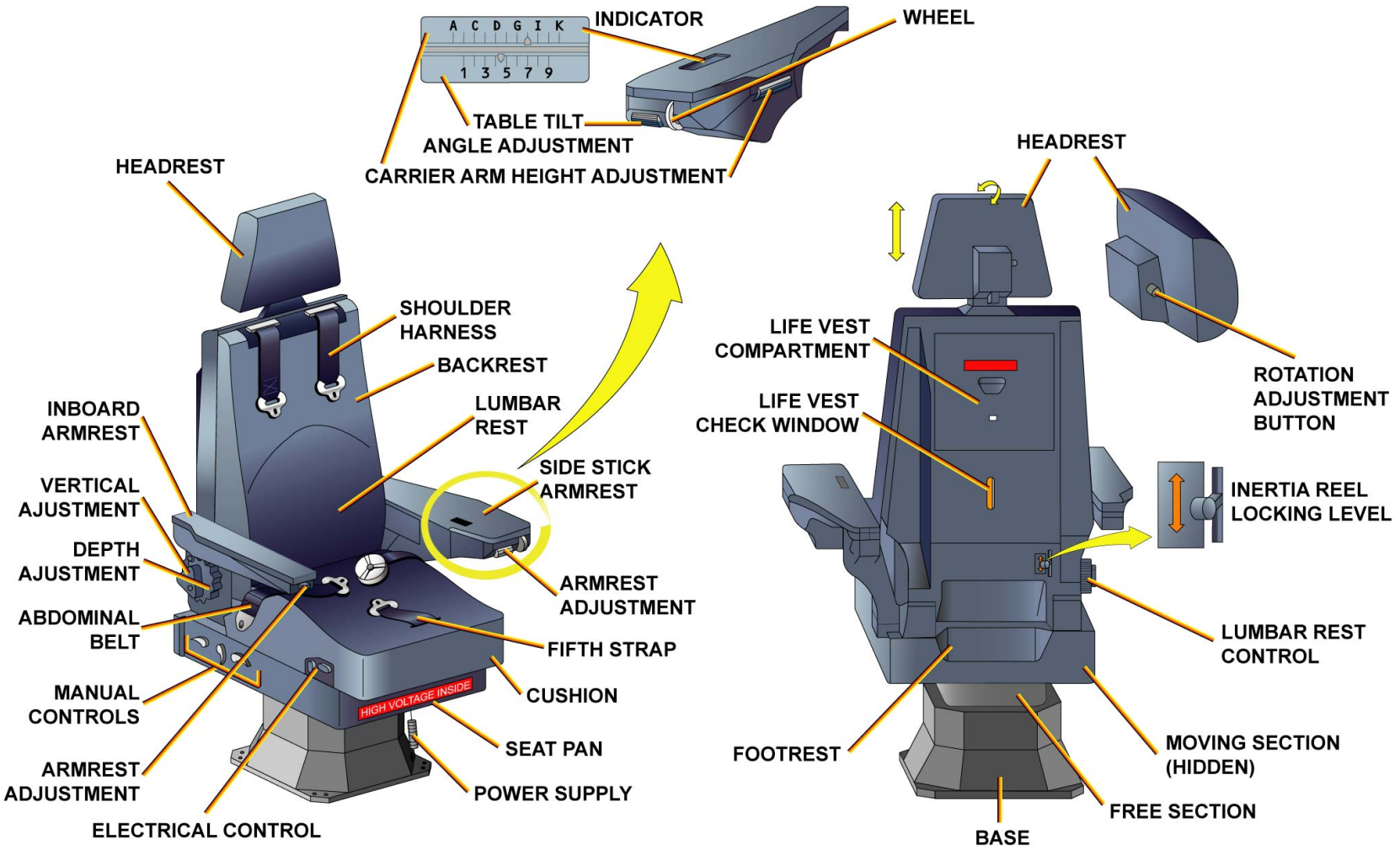
### SIDE STICK ARMREST

The side stick armrest comprises the fixed arm, the carrier arm and the side stick table. The fixed arm is attached to the seat pan. It supports the carrier arm and side stick table assembly. Side stick table height adjustment is controlled by a wheel installed on the armrest. The side stick table tilt angle is controlled by a wheel installed on the front of the armrest. A position indicator installed on top of the table shows a reference to height and tilt position. A wheel avoids interference between the armrest and the lateral console when the seat is moved forwards with the table fully inclined.

### SAFETY HARNESS

The shoulder harness is put on an inertia reel which can be locked by a control lever installed behind the backrest.

UGB13131 - U7ST0M0 - UM25D1000000001




PILOT SEATS - VERTICAL TRAVEL ... SAFETY HARNESS

# COCKPIT SEATS DESCRIPTION/OPERATION (3)

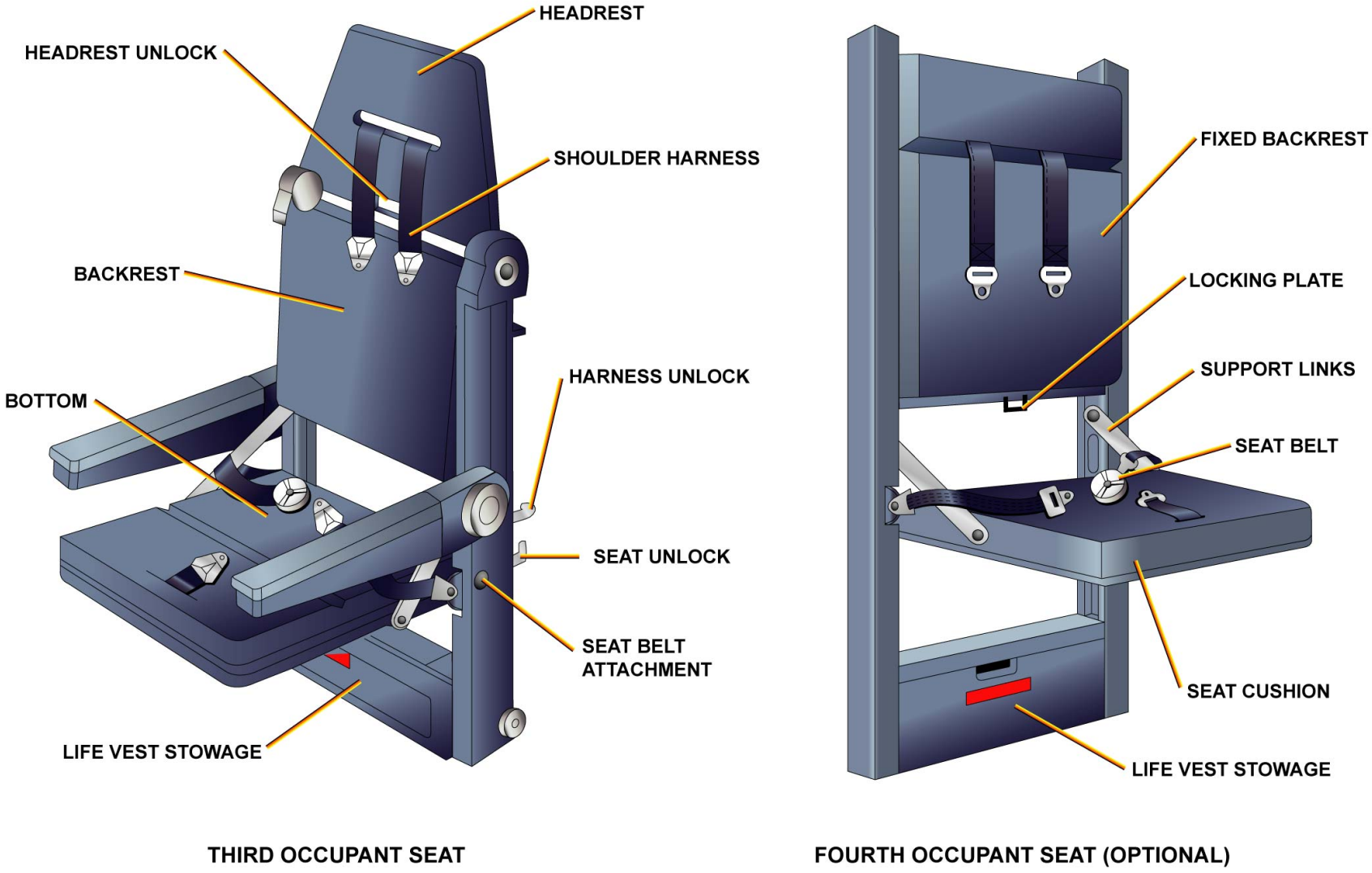
## THIRD OCCUPANT SEAT

Seat movements are manually adjusted. A manual control moves the seat from its stowage. A second control is applied to unlock the headrest. The headrest can be folded down so that the C/B panel can be opened while the seat is in its stowed position. A compartment closed by velcro tapes and containing a life vest is installed in the lower part of the seat. The safety harness includes seat belt and an inertia reel controlled by a handle installed on the left hand side of the seat, which is used to lock or unlock the inertia reel.

## FOURTH OCCUPANT SEAT

The fourth occupant seat is a non-adjustable folding seat. The seat cushion is folded down into place and returns to its stowed position by pressing it upwards and against the partition. The lower section of the seat has a compartment containing a life vest and is closed by velcro tapes. The safety harness includes seat belt and an inertia reel. The fourth occupant seat is optionally installed.

UGB13131 - U7ST0M0 - UM25D1000000001




THIRD OCCUPANT SEAT & FOURTH OCCUPANT SEAT

# SLIDING WINDOWS DESCRIPTION/OPERATION (2)

## WINDOWS

Two side windows are installed on each side. One on each side is a sliding window. The cockpit sliding windows can only be operated from the inside. To open a window, push down the black push button on top of the opening handle. Prior to closing, unlock the window by pulling the locking pin.

SLIDING WINDOWS DESCRIPTION AND OPERATION
FILM DURATION: 1 min

WINDOWS

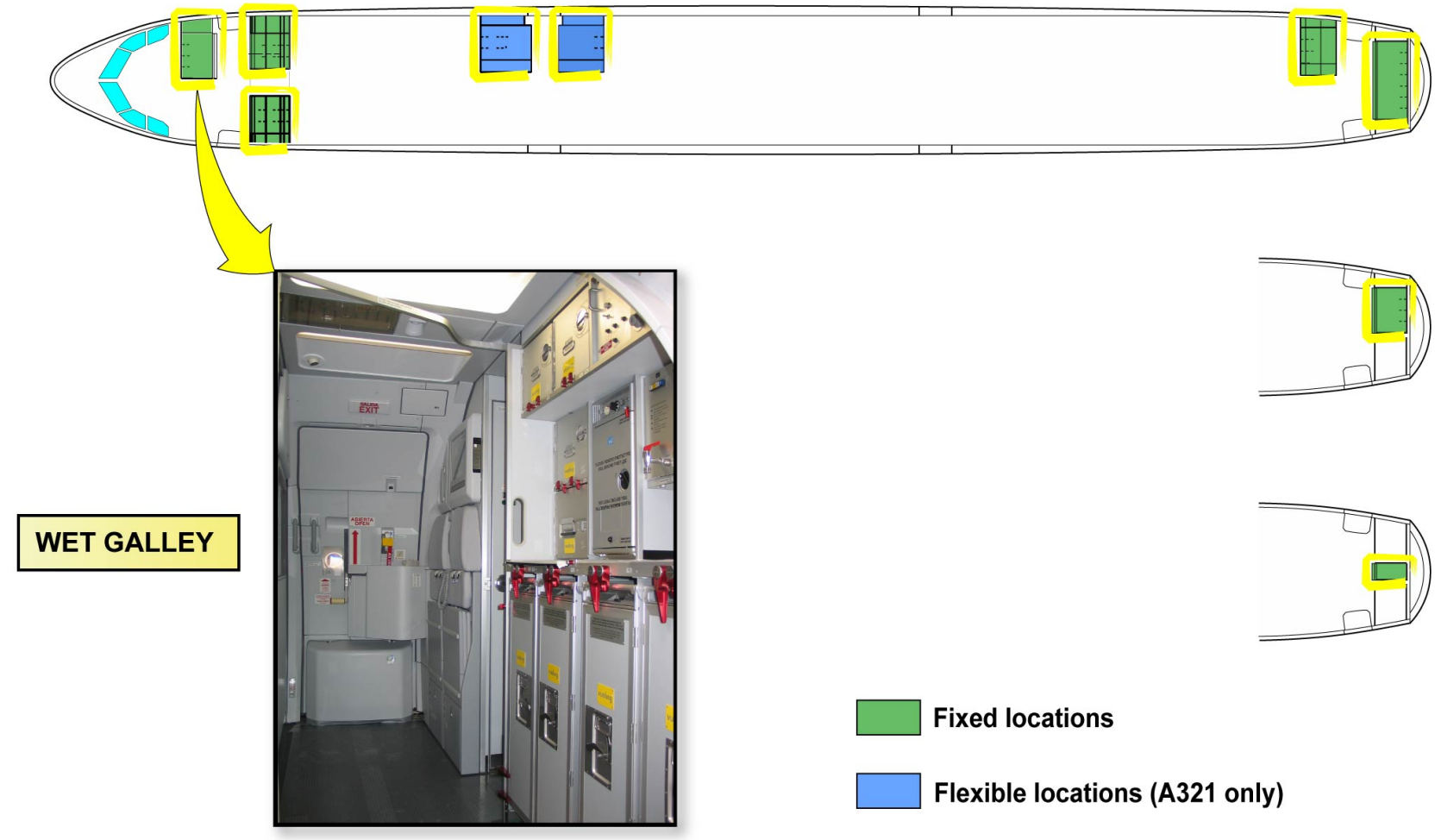
# TYPICAL GALLEY INSTALLATION D/O (3)

## GENERAL

### INSTALLATION ZONES

There are two types of galley locations, fixed and flexible. The fixed galleys are at forward and after passenger/crew/service doors. Flexible galley locations in forward emergency exit door area (only A321).
The number and position of the galleys vary with the cabin configuration and the aircraft utilization.
There are dry galleys and wet galleys installed.

UGB13131 - U7ST0M0 - UM25D4000000001




GENERAL - INSTALLATION ZONES

# TYPICAL GALLEY INSTALLATION D/O (3)

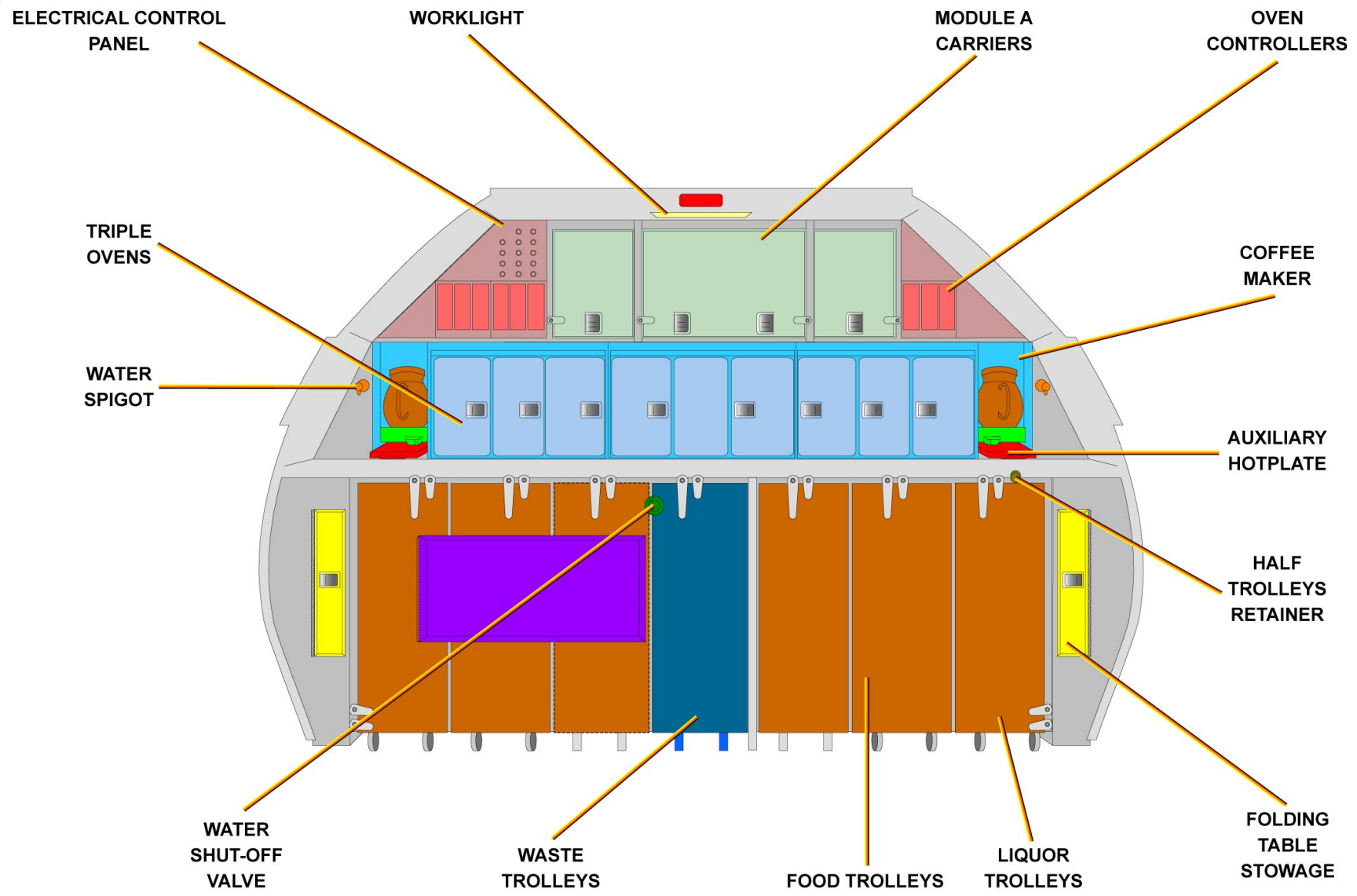
## GENERAL (continued)

### GALLEY DESCRIPTION

Installation of any galley includes the adaptation of the surrounding furnishings and the installation of dummy metal windows behind lateral galleys where necessary. Galley equipment may contain:

- ovens,
- water heaters,
- hot jugs,
- hot cups,
- coffee makers,
- trolleys,
- waste trolleys,
- containers.

UGB13131 - U7ST0M0 - UM25D4000000001




GENERAL - GALLEY DESCRIPTION

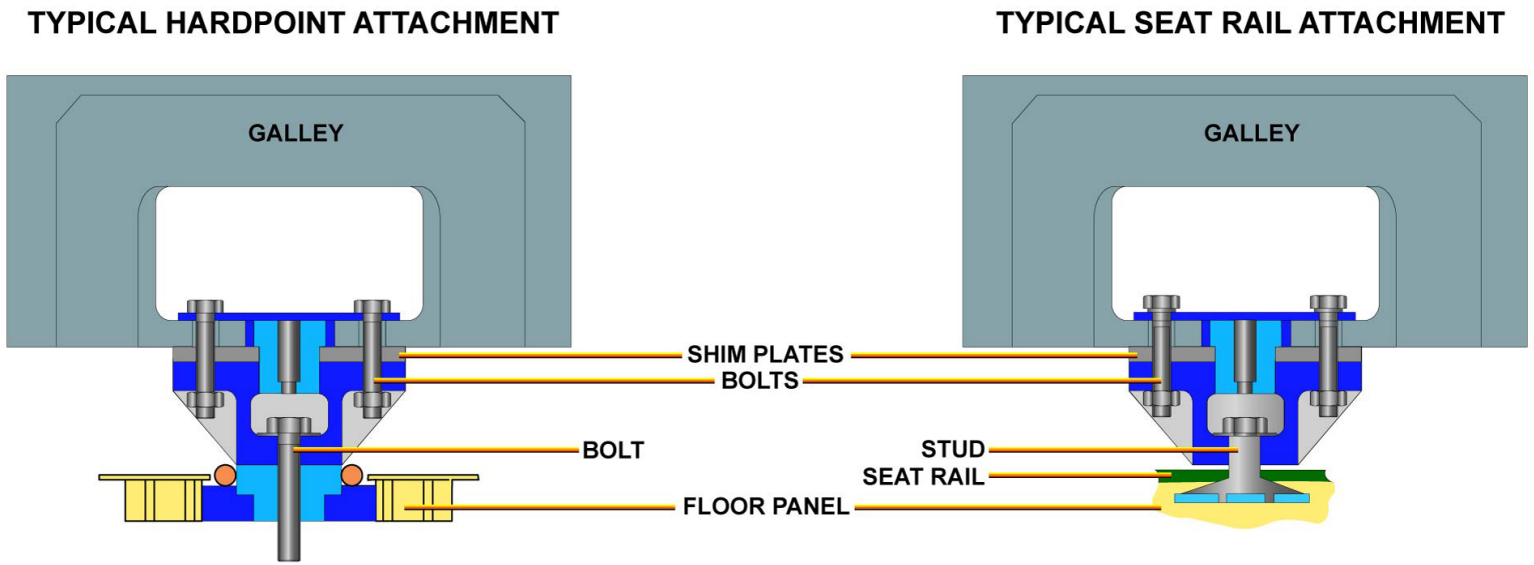
UGB13131 - U7ST0M0 - UM25D4000000001

# TYPICAL GALLEY INSTALLATION D/O (3)

## LOWER ATTACHMENT

Galleys are mounted to the floor structure on existing seat rails or hard points which are fixed on additional longitudinal beams. These additional longitudinal beams are only mounted at selected galley locations on structural provisions existing in the uncustomized A/C. Seat rail attachments provide inch-by-inch flexibility and hard points provide 2 inches by 2 inches flexibility.

UGB13131 - U7ST0M0 - UM25D4000000001



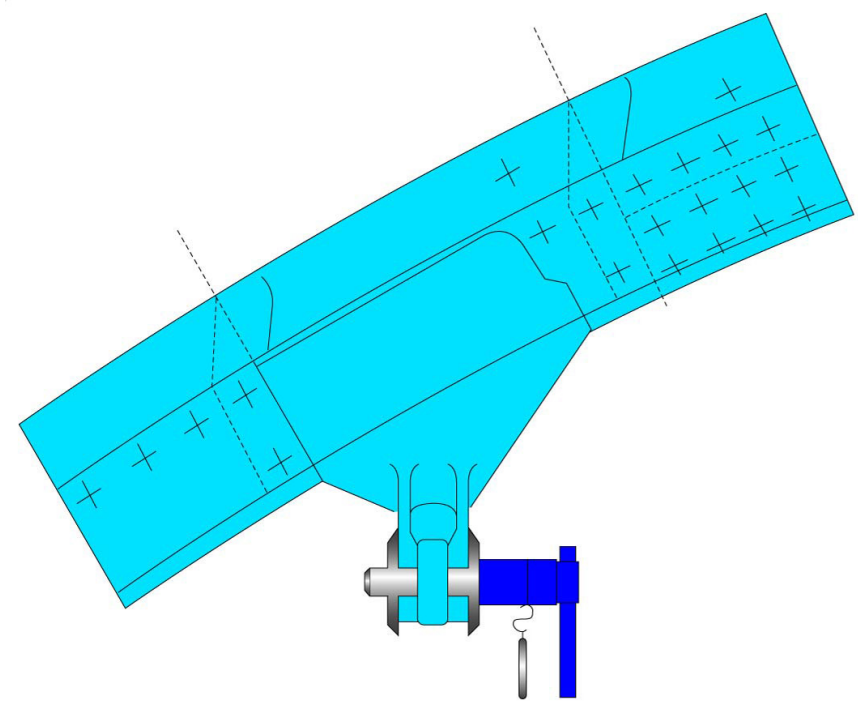

LOWER ATTACHMENT

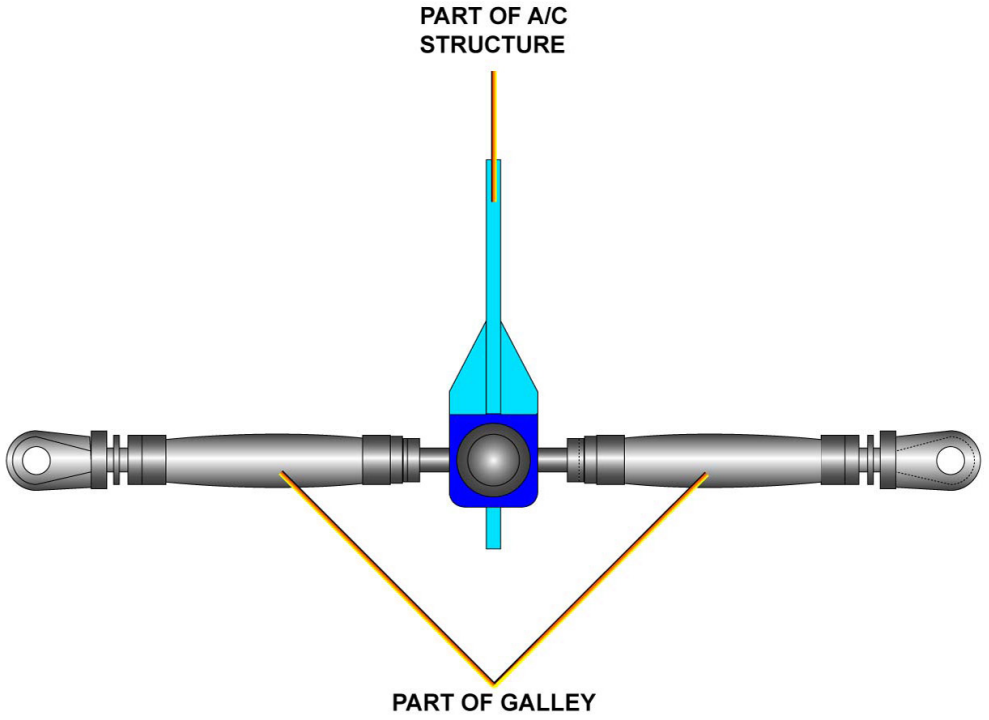
# TYPICAL GALLEY INSTALLATION D/O (3)

## UPPER ATTACHMENT

Upper attachments consist of a bracket and two adjustable tie rods. The final attachment is then achieved from the galley by means of tie rods which are part of the galley. The upper attachment points and the fittings for the tie rods are mounted on the fuselage frames of the A/C structure at the selected galley locations. The final attachment of the galley to the fitting is achieved with a tie rod.

UGB13131 - U7ST0M0 - UM25D4000000001






UPPER ATTACHMENT

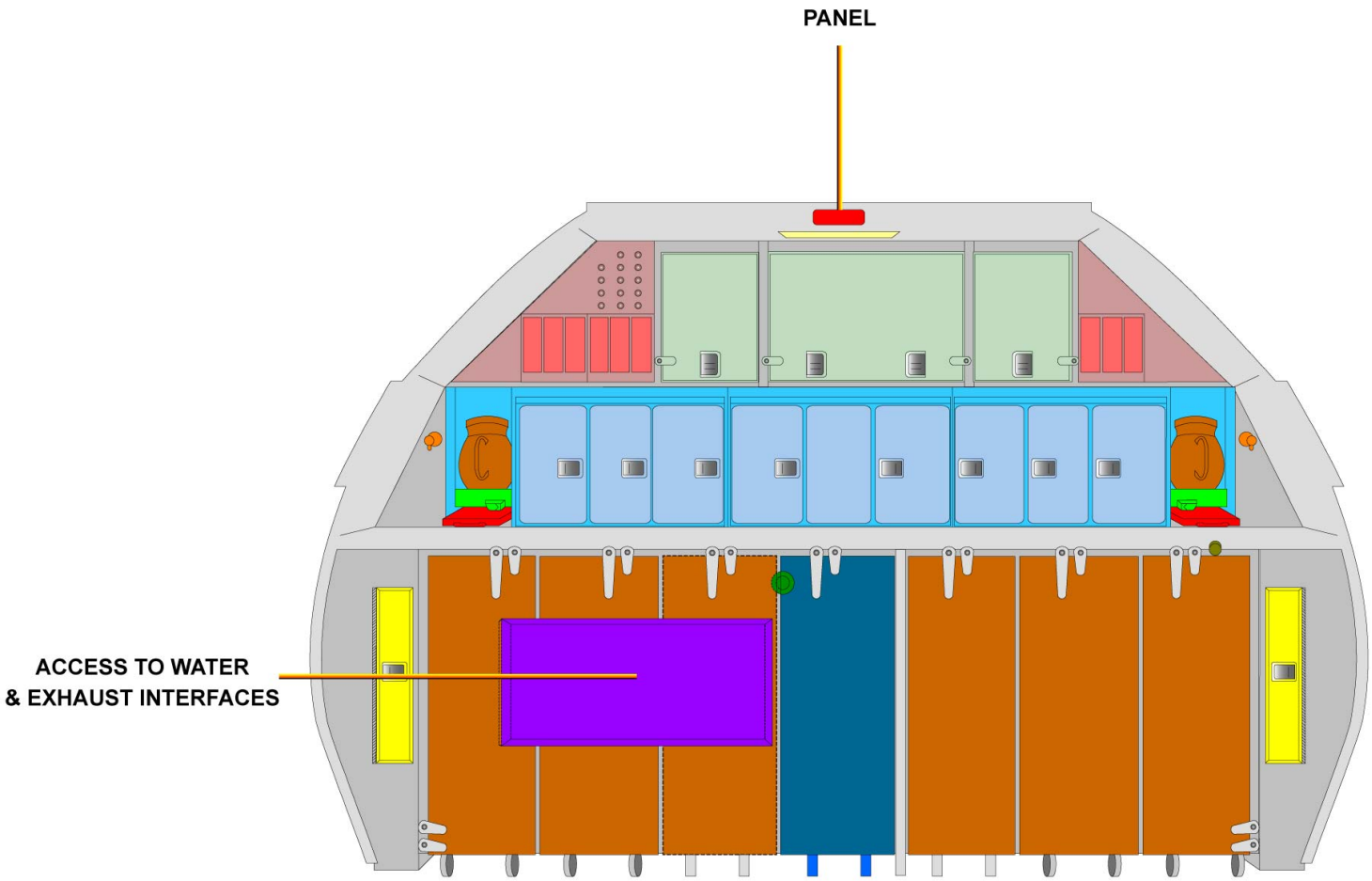
# TYPICAL GALLEY INSTALLATION D/O (3)

## INTERFACES

A wet galley unit has several interfaces:
- the typical potable water and waste water connections which are located on the bottom of the galley,
- the hoses for the typical individual and exhaust air interface which are located on top of the galley. An exhaust air system must be installed on galleys with ovens,
- galleys with electrical equipment are connected to the nearest terminal board for the power supply. The connectors are found in the ceiling.

The wiring should contain sufficient free length to allow removal and installation of the galley unit or galley equipment.

UGB13131 - U7ST0M0 - UM25D4000000001




INTERFACES

# TYPICAL GALLEY INSTALLATION D/O (3)

## SAFETY PRECAUTIONS

WARNING: S:
USE SOLVENTS AND SEALANTS ONLY WITH A GOOD SUPPLY OF AIR.
OBEY THE MANUFACTURER'S INSTRUCTIONS.
PUT ON PROTECTIVE CLOTHING.
GET NOTHING IN YOUR MOUTH AND DO NOT SMOKE.
DO NOT BREATHE THE VAPORS.
GET MEDICAL HELP IF THE SKIN OR EYES BECOME IRRITATED.

## REMOVAL

- Open, safety and tag corresponding C/Bs,
- empty galley compartments,
- remove galley catering equipment,
- remove linings in the galley area where necessary,
- drain the A/C water system.

## INSTALLATION

Open, safety and tag corresponding C/Bs,
- install the removed linings in the galley area,
- do an operational test of the coffee maker, water heater and oven.

UGB13131 - U7ST0M0 - UM25D4000000001

WARNING
USE SOLVENTS AND SEALANTS ONLY WITH A GOOD SUPPLY OF AIR.
WARNING
OBEY THE MANUFACTURER'S INSTRUCTIONS.
WARNING
GET NOTHING IN YOUR MOUTH AND DON'T SMOKE.
WARNING
DON'T BREATHE THE VAPORS.
WARNING
GET MEDICAL HELP IF THE SKIN OR EYES BECOME IRRITATED.

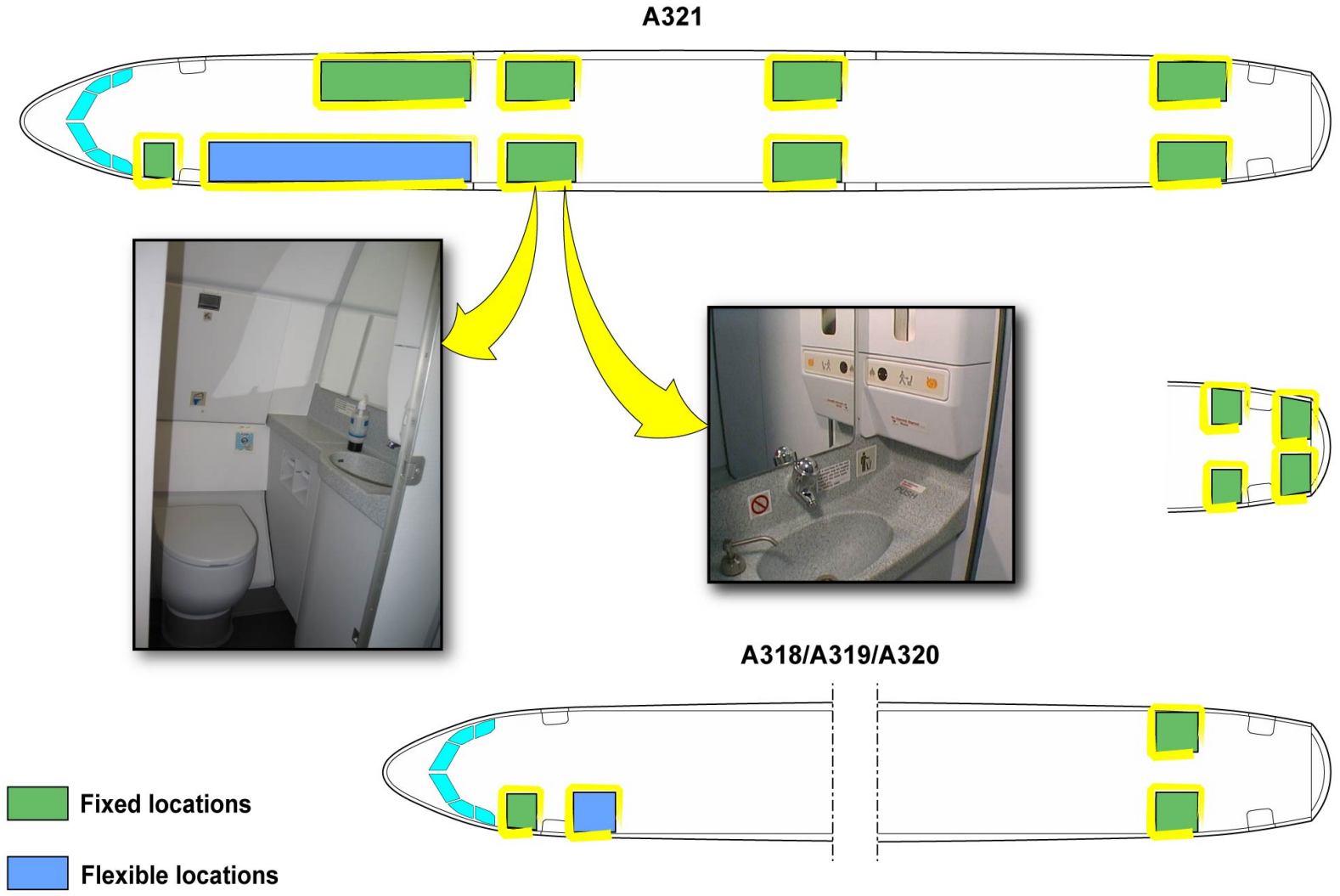
SAFETY PRECAUTIONS - REMOVAL & INSTALLATION

# TYPICAL LAVATORY INSTALLATION D/O (3)

## INSTALLATION ZONES

The number and position of the lavatories change with the cabin configuration.
Lavatories are available on fixed positions and flexible lavatories units are installed in assigned flexibility areas.

UGB13131 - U7ST0M0 - UM25D5000000001




INSTALLATION ZONES

# TYPICAL LAVATORY INSTALLATION D/O (3)

## ATTACHMENT

Each lavatory, made of composite material, is a completely assembled housing with an integrated floor. Each lavatory is equipped with several accessories.

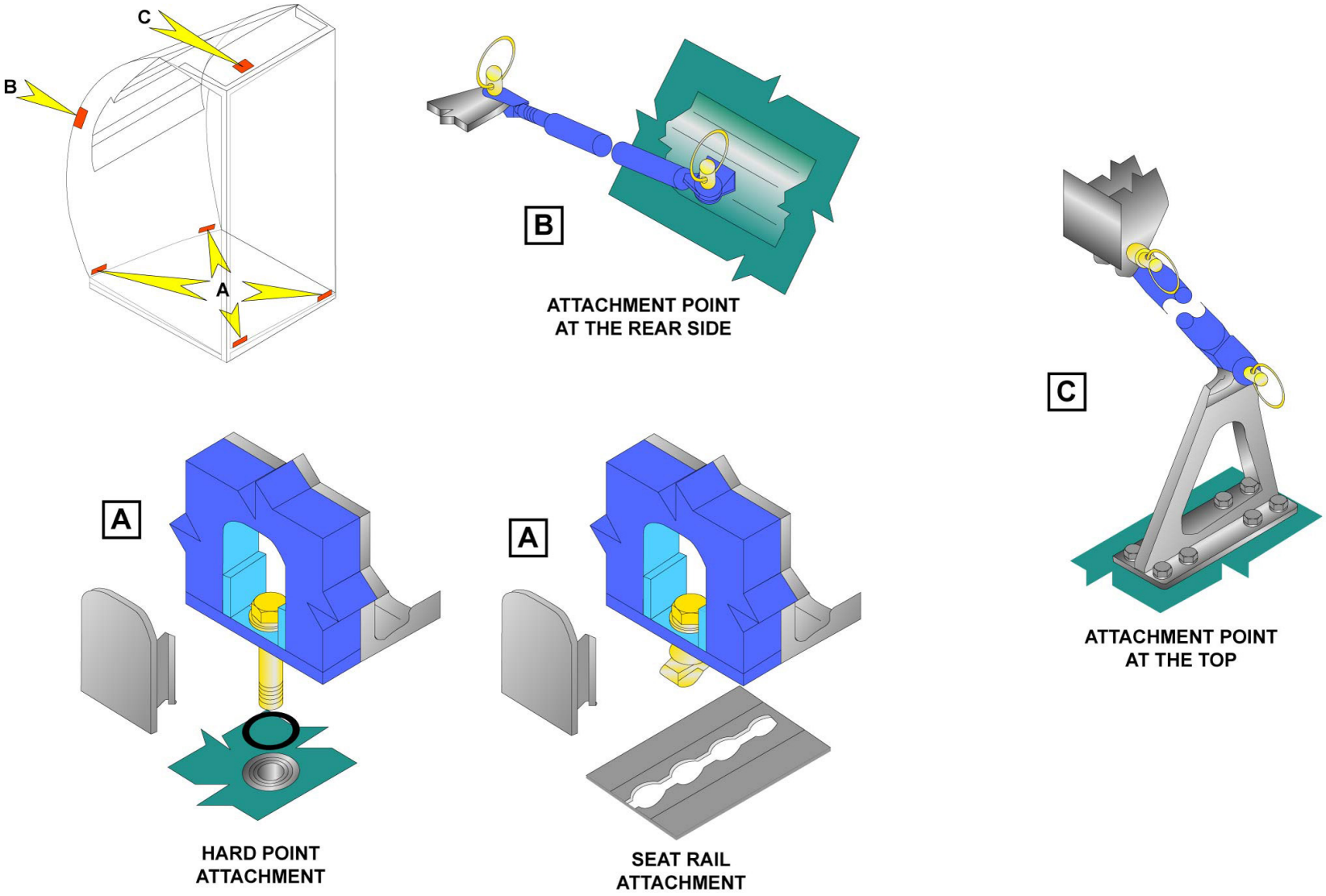
### LOWER

Lower attachments are obtained by means of four hard points or four seat rail attachments.

### UPPER (LATERAL)

Lateral lavatories have one attachment at the top and one attachment at the rear side. Depending on the location and the equipment of the lavatory, one or two upper attachments are used.

UGB13131 - U7ST0M0 - UM25D5000000001



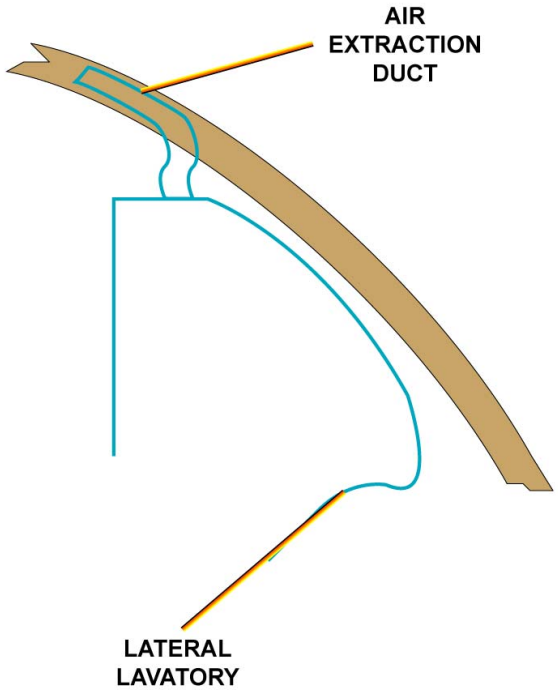

ATTACHMENT - LOWER & UPPER (LATERAL)

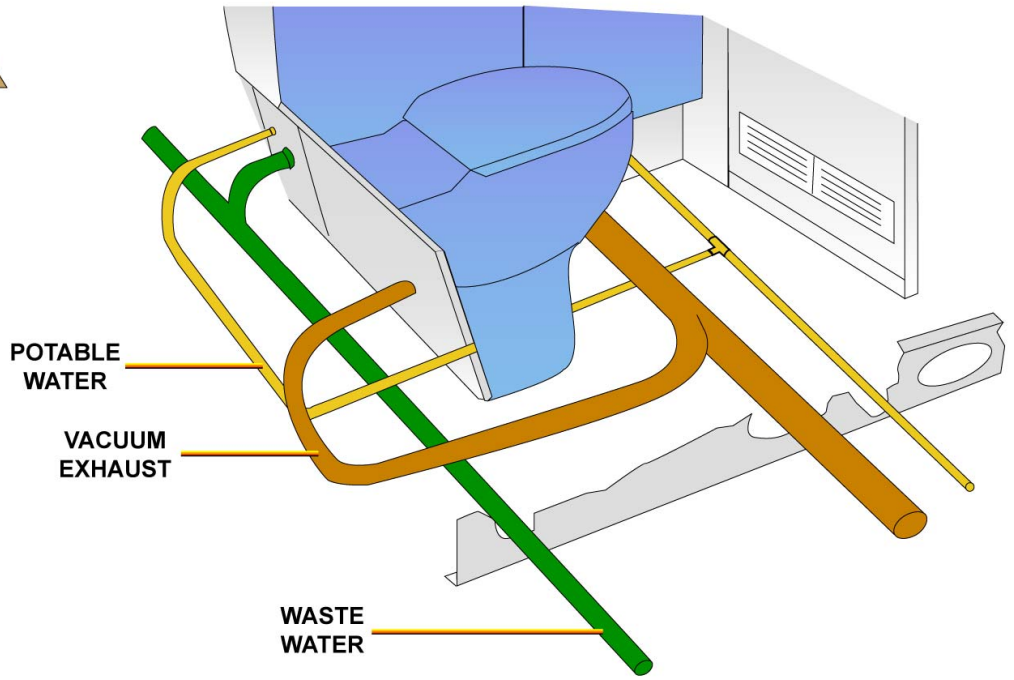
# TYPICAL LAVATORY INSTALLATION D/O (3)

## INTERFACES

A lavatory unit has several interfaces:
- typical individual and exhaust air interface,
- typical potable water and waste water interface,
- typical vacuum exhaust,
- plug which supplies power for the different electrical systems which are installed in the lavatory.

UGB13131 - U7ST0M0 - UM25D5000000001


AIR
EXTRACTION
DUCT
LATERAL
LAVATORY


POTABLE
WATER
VACUUM
EXHAUST
WASTE
WATER

INTERFACES

# TYPICAL LAVATORY INSTALLATION D/O (3)

## REMOVAL/INSTALLATION SAFETY PRECAUTIONS

These are the safety precautions for the installation of a lavatory unit.

WARNING: S:
- AS SOLVENTS, SEALANTS AND OTHER SPECIAL MATERIAL ARE USED, BE SURE THAT SUFFICIENT AIR IS SUPPLIED,
- PUT NOTHING IN YOUR MOUTH,
- DO NOT SMOKE,
- IF NECESSARY, PUT ON PROTECTIVE CLOTHING,
- GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED,
- OBEY THE MANUFACTURER'S INSTRUCTIONS.

- make sure that corresponding C/Bs are open, safetied and tagged,
- drain the potable water system and the toilet system,
- do not service the potable water system,
- do not service the toilet system.

UGB13131 - U7ST0M0 - UM25D5000000001

WARNING
AS SOLVENTS, SEALANTS AND OTHER SPECIAL MATERIAL ARE USED, BE SURE THAT SUFFICIENT AIR IS SUPPLIED.

WARNING
PUT NOTHING IN YOUR MOUTH AND DON'T SMOKE.

WARNING
IF NECESSARY, PUT ON PROTECTIVE CLOTHING.

WARNING
GET MEDICAL HELP IF YOUR SKIN OR EYES BECOME IRRITATED.

WARNING
OBEY THE MANUFACTURER'S INSTRUCTIONS.

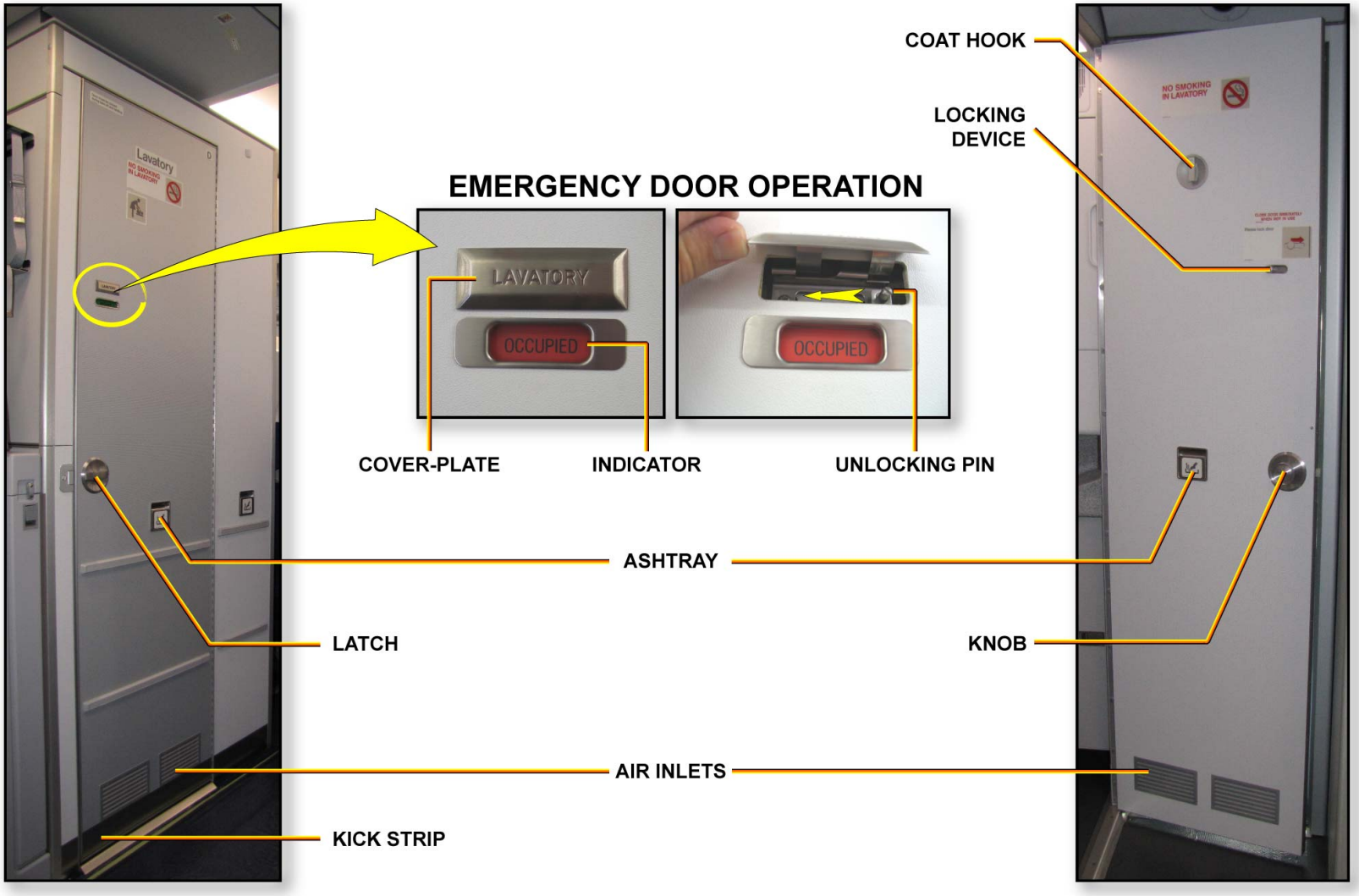
REMOVAL/INSTALLATION SAFETY PRECAUTIONS

# TYPICAL LAVATORY INSTALLATION D/O (3)

## DOOR OPERATION

During normal door operation, when the indicator reads VACANT, the door can be opened from the outside by rotating the latch. To open the door from inside, push the locking device to unlock the door and then rotate the knob . In case of emergency, the door can be unlocked from outside without using a special tool. Lift the lavatory cover-plate and push the unlocking pin. Then rotate the latch to open the door.

UGB13131 - U7ST0M0 - UM25D5000000001




DOOR OPERATION

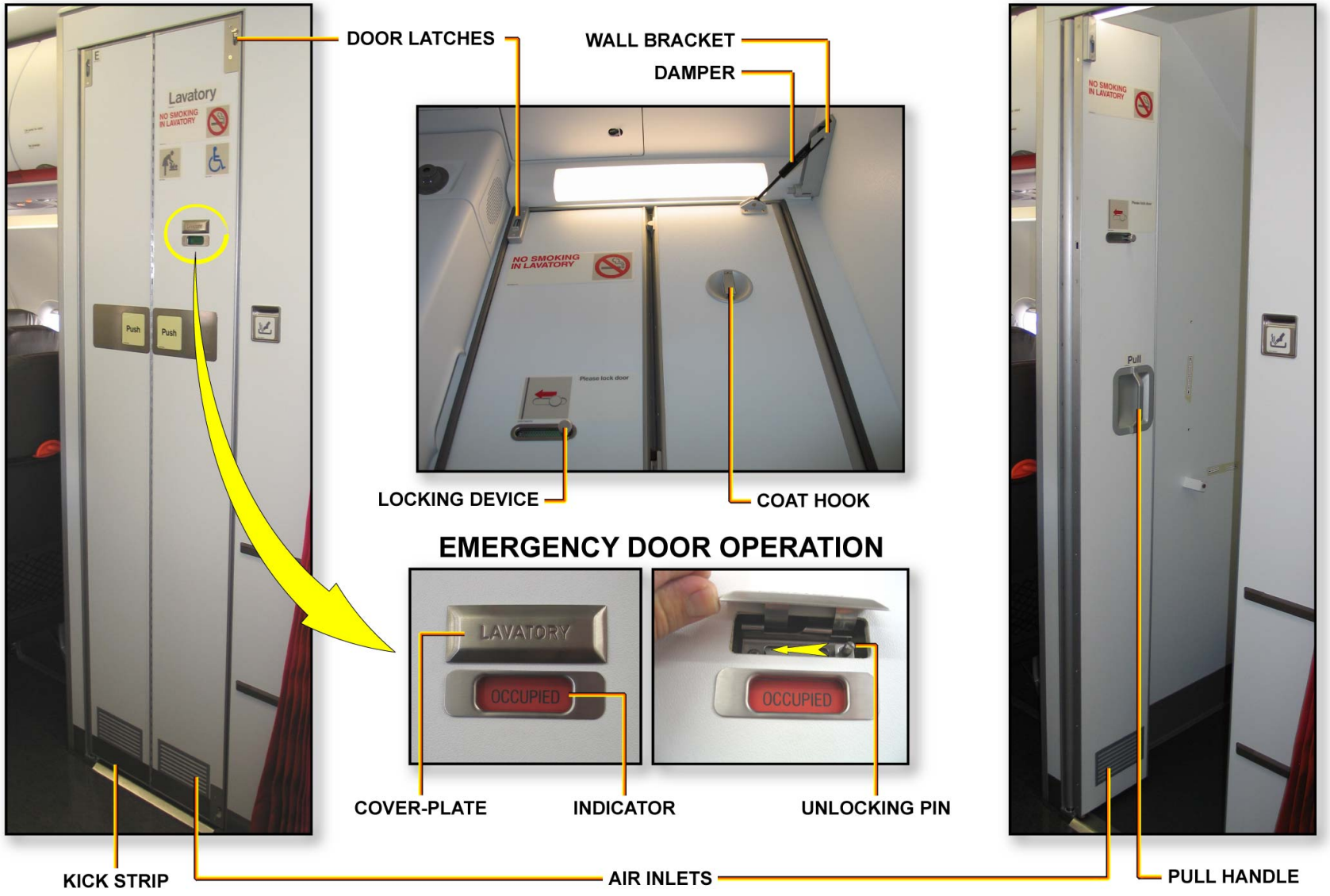
# TYPICAL LAVATORY INSTALLATION D/O (3)

## DOOR OPERATION (continued)

### BI-FOLDING DOOR OPERATION (OPTION)

A bi-folding door that opens inwards, can be installed as an option on specific lavatories.
During normal opening door operation, when the indicator reads VACANT, the door can be pushed from the outside. Once opened, the door closes automatically thanks to the damper. To open the door from inside, push the locking device to unlock the door and then grab the pull handle to open the door. In case of emergency, the door can be unlocked from outside without using a special tool : lift the lavatory cover-plate and push the unlocking pin, then push the door to open it.

UGB13131 - U7ST0M0 - UM25D5000000001




DOOR OPERATION - BI-FOLDING DOOR OPERATION (OPTION)

# PASSENGER AND ATTENDANT SEATS D/O (3)

## B2 SCOPE

CAUTION: MODULE TAGGED B2 SCOPE.
BE AWARE THAT ONLY AVIONICS/ELECTRICAL TOPICS SHOULD BE LEARNED FOR A T2 COURSE.

## PAX SEAT

Passenger seats are designed for the comfort and safety of the passengers. They are located in the cabin, from the cockpit partition to the aft pressure bulkhead.

## PAX SEAT DESCRIPTION

The passenger seat consists of a framework assembly with:
- an upholstered seat pan,
- an upholstered backrest assembly,
- a folding table,
- seat belts,
- an upholstered armrest,
- a pocket.

### FRAMEWORK

The seat framework holds the seatpan, backrest, armrest and table. A luggage bar is fitted to the front framework legs. Holders for life vests are found below each seatpan. The Seat Electronic Box (SEB), which serves the Passenger Service Units (PSUs) is installed between the front and rear legs.

### SEATPAN

The upholstered seatpan is installed on the seat framework. It is not foldable or adjustable.

### BACKREST

The upholstered backrest assembly of each seat can be hydraulically reclined backwards until it hits an adjustable mechanical stop. The backrest can be mechanically folded FWD.

### TABLE

A folding table is installed in the rear of each backrest. When not in use, it is kept in a recess in the backrest by means of a latch. Two hinged arms hold the table when it is folded down. In-armrest tables are installed in the seats, located just behind partitions, galleys or lavatories.

### SEAT BELT

Each seat is equipped with a seat belt. It is attached to the seat framework and has a buckle to lock and to adjust the seat belt length.

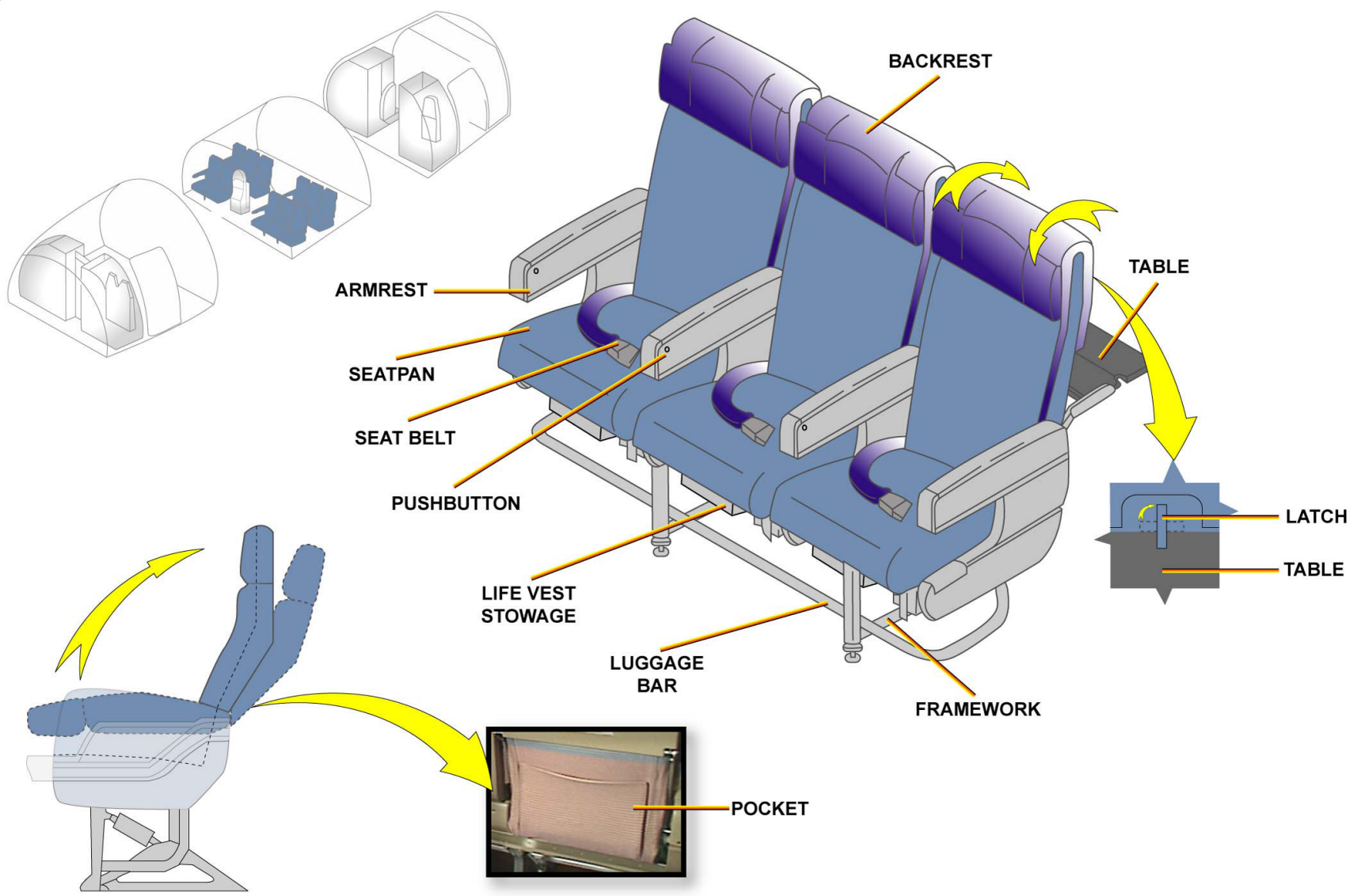
### ARMREST

Each seat has armrests. The outer armrests of a seat unit are not foldable. The armrests between the seats can be folded up. The reclining control P/B for the backrest and an ashtray are installed in the armrest.

### POCKET

A pocket is installed on the back of each seat backrest. A safety instruction card and an air-sickness bag are kept in this pocket.

UGB13131 - U7ST0M0 - UM25D600000001




B2 SCOPE ... PAX SEAT DESCRIPTION

# PASSENGER AND ATTENDANT SEATS D/O (3)

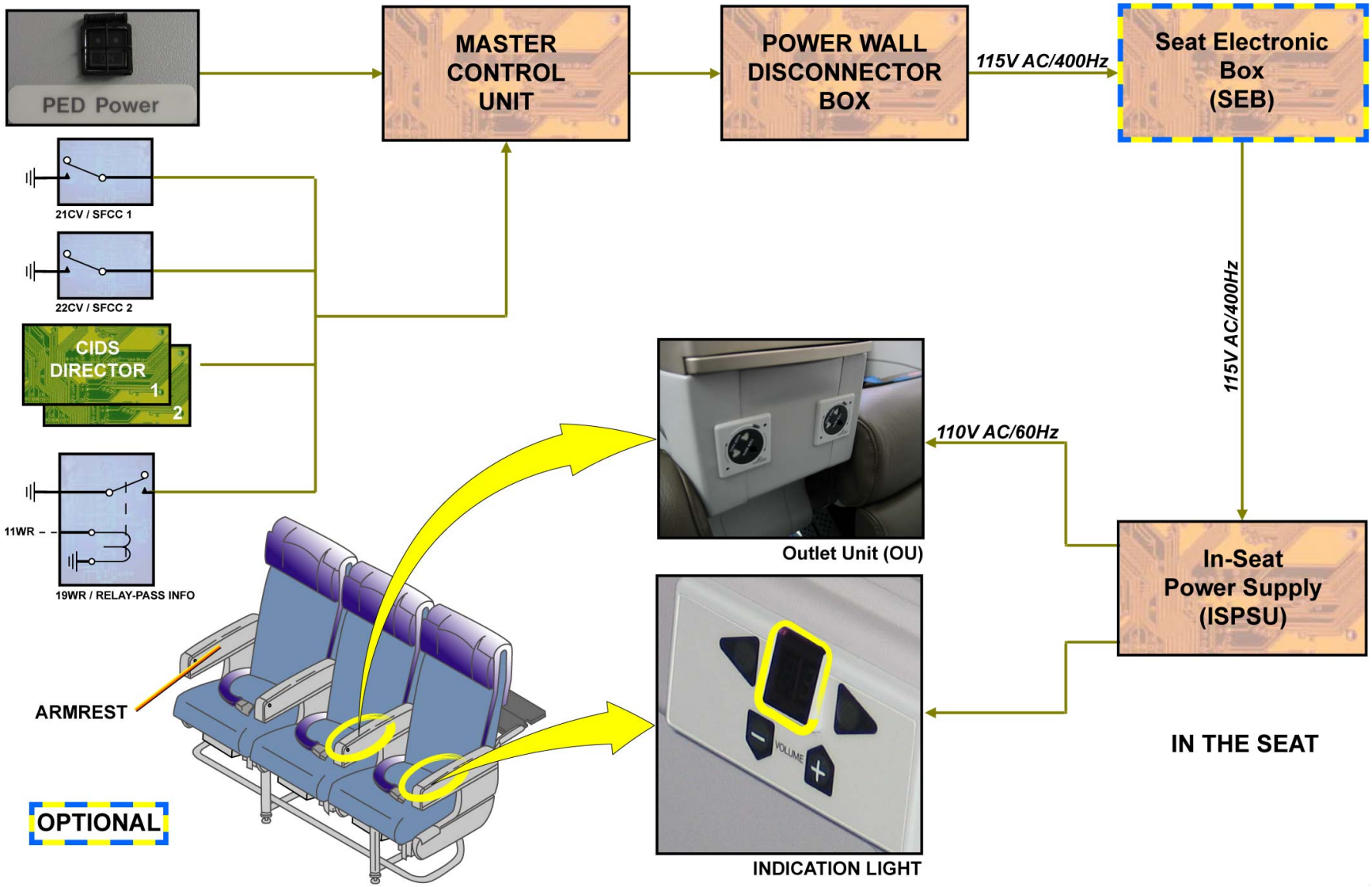
## PORTABLE ELECTRONIC DEVICE

The in-seat power supply system supplies the electrical outlets of the passenger seats for the connection of Portable Electronic Devices (PEDs) or music players. The master control unit controls the supply of the In-Seat Power Supply (ISPSU) in 115V AC/400Hz. The ISPSU converts the electrical power into 110V AC/60Hz and provides the Outlet Unit (OU). The OU and the indication light are located in the passenger seat armrest.

### OPERATION

The passenger PED Power P/BSW on the FAP enables or disables the portable electronic device power. The power supply for the portable electronic device has to be deactivated during critical flight phases. There is no electric power supply to the PED power outlets during take-off and landing.

UGB13131 - U7ST0M0 - UM25D6000000001



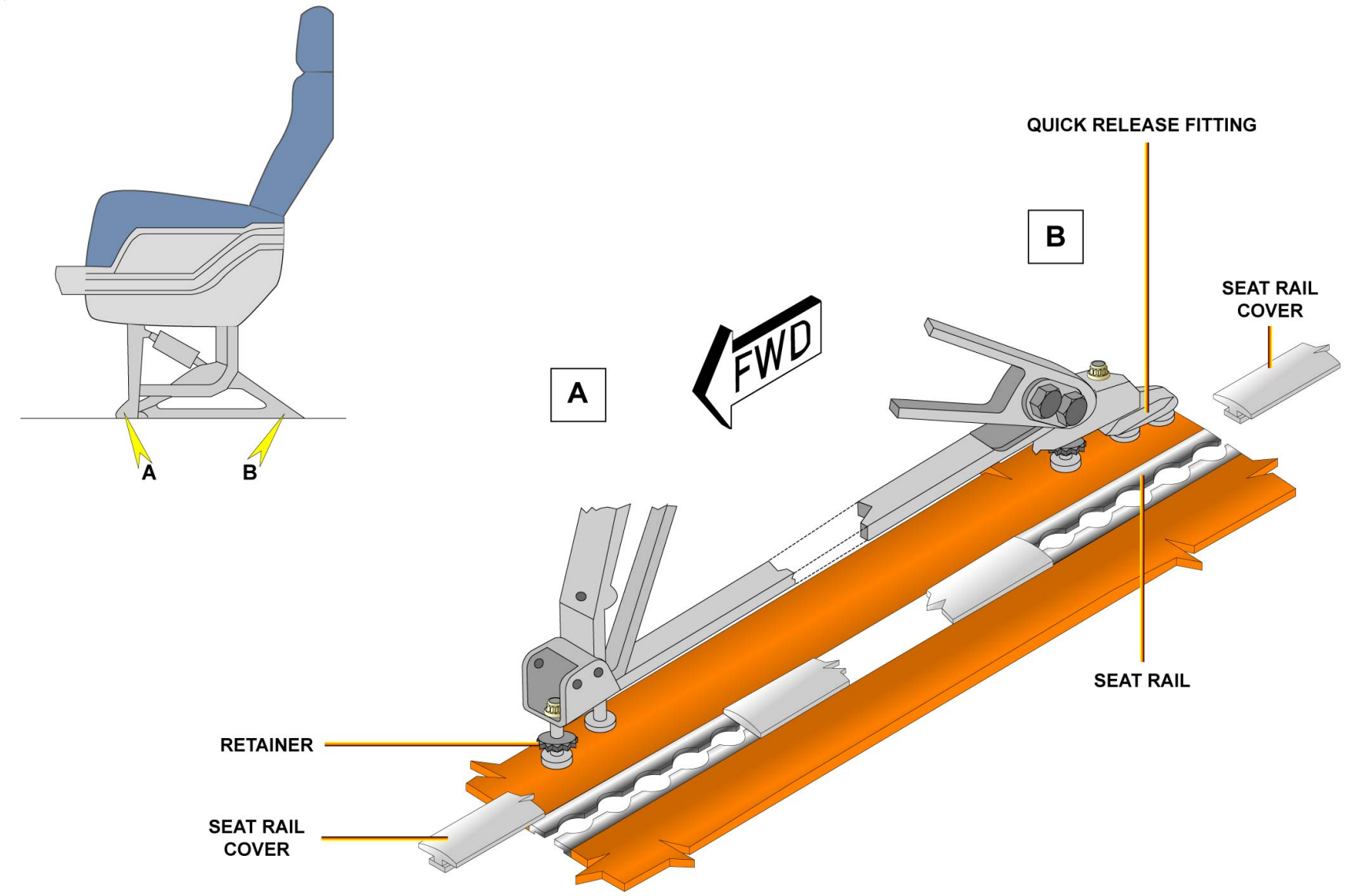

PORTABLE ELECTRONIC DEVICE - OPERATION

# PASSENGER AND ATTENDANT SEATS D/O (3)

## PAX SEAT ATTACHMENT

A quick release fitting in each rear leg and a retainer in each front leg attach the seat unit to the seat tracks. By placing the quick release device in the UP position, the seat can be moved on the tracks or removed completely.

UGB13131 - U7ST0M0 - UM25D600000001



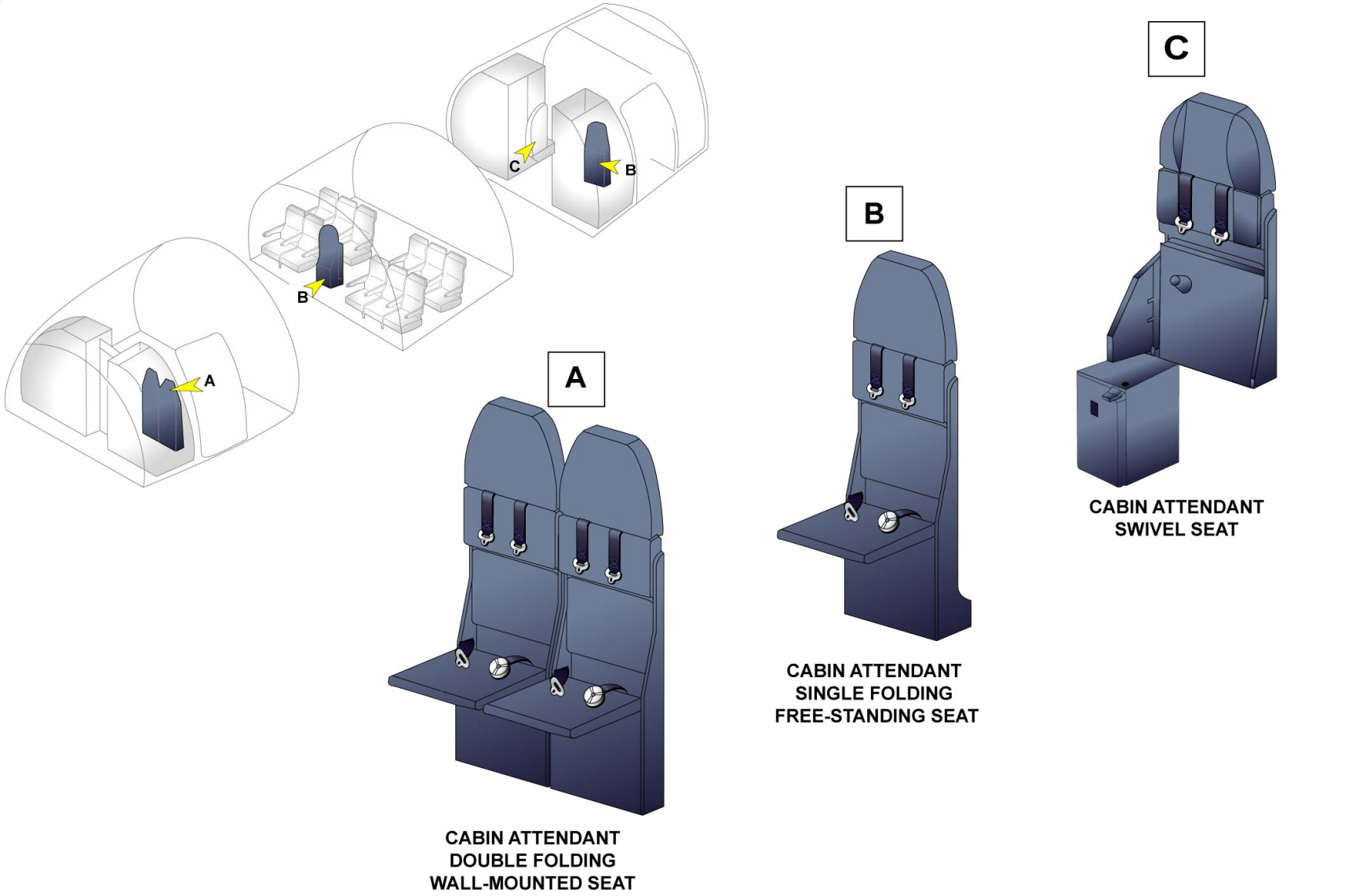

PAX SEAT ATTACHMENT

# PASSENGER AND ATTENDANT SEATS D/O (3)

## CABIN ATTENDANT SEAT

Cabin attendant seats are installed in the FWD and aft utility areas or in the passenger seating area. The different types of cabin attendant seats are free standing, swivel and wall-mounted attendant seats.

UGB13131 - U7ST0M0 - UM25D600000001




CABIN ATTENDANT SEAT

# PASSENGER AND ATTENDANT SEATS D/O (3)

## CABIN ATTENDANT SEAT DESCRIPTION

Cabin attendant seats consist of:
- an aluminum framework,
- a backrest with cushion,
- a seatpan with cushion,
- a headrest with cushion,
- a stowage container,
- seat belts.

### FRAMEWORK

The seat frame of the cabin attendant seat is assembled out of two aluminum side frames and a backrest framework.

### HEADREST

The headrest cushion is upholstered with foam and seat fabric. The headrest is attached to the seat frame.

### BACKREST

The backrest cushion is upholstered with foam and seat fabric.

### SEATPAN

The seatpan is made of an aluminum pan. The seatpan cushion is upholstered with foam and seat fabric. Hinges attach the seatpan to the seat frame. The seatpan is spring-loaded to retract when not in use.

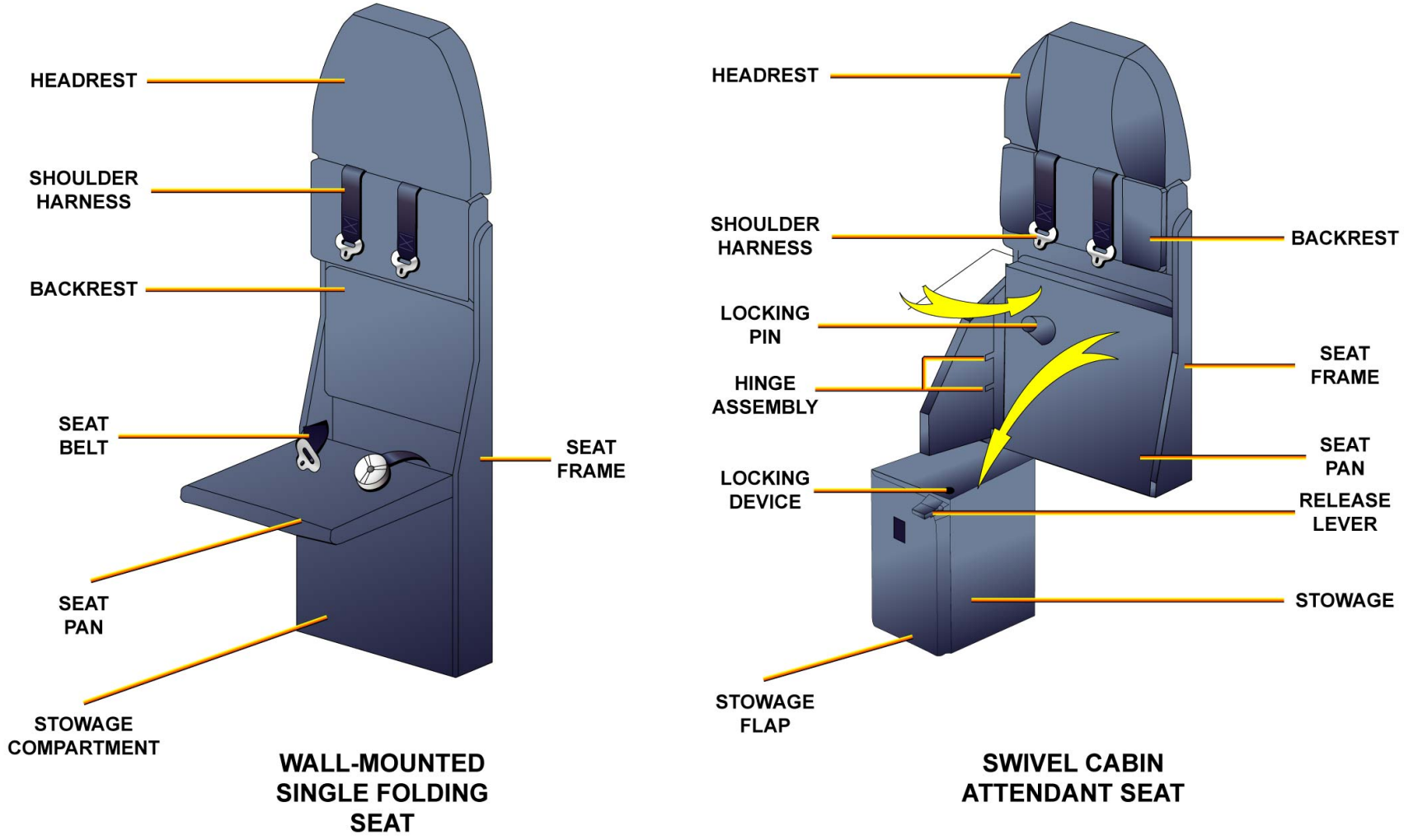
### SAFETY HARNESS

Each cabin attendant seat has a seat belt and a shoulder harness with a center buckle. The shoulder harness is pulled in automatically on inertia reels when not in use.

### STOWAGE CONTAINER

A stowage container with a latch door is located below the seatpan.

UGB13131 - U7ST0M0 - UM25D600000001




CABIN ATTENDANT SEAT DESCRIPTION - FRAMEWORK ... STOWAGE CONTAINER

# PASSENGER AND ATTENDANT SEATS D/O (3)

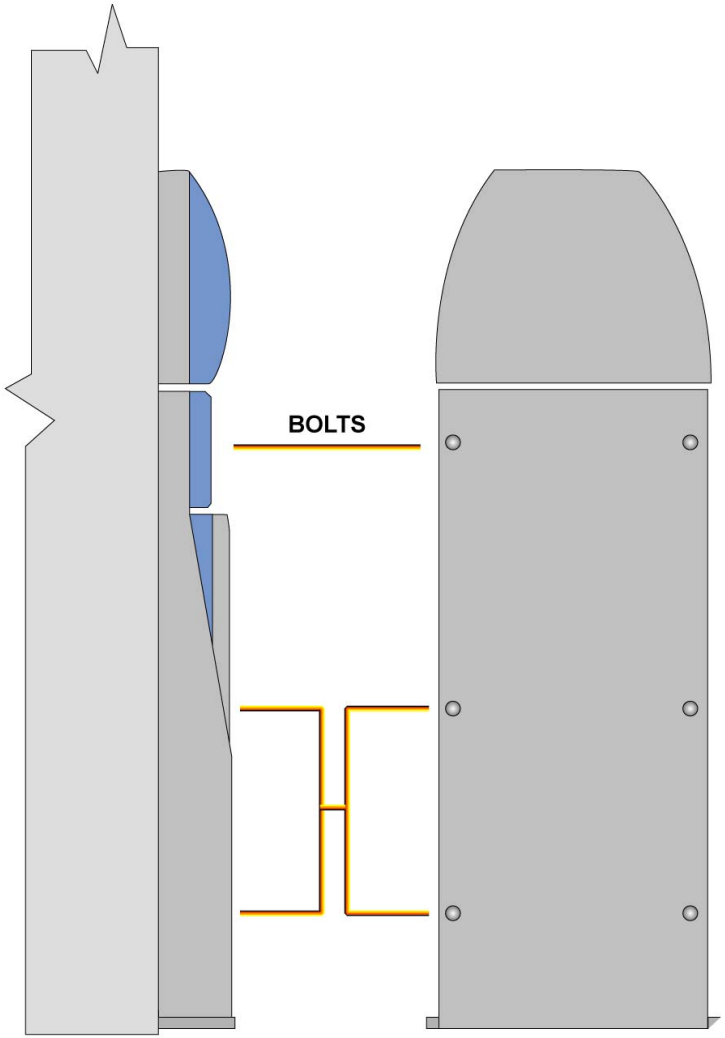
## CABIN ATTENDANT SEAT ATTACHMENT

Cabin attendant seats are attached to walls or to the cabin floor.

### WALL-MOUNTED

The three sections of the wall-mounted cabin attendant seat are attached with six bolts to:
- partitions,
- lavatory walls.

UGB13131 - U7ST0M0 - UM25D6000000001



CABIN ATTENDANT SEAT ATTACHMENT - WALL-MOUNTED

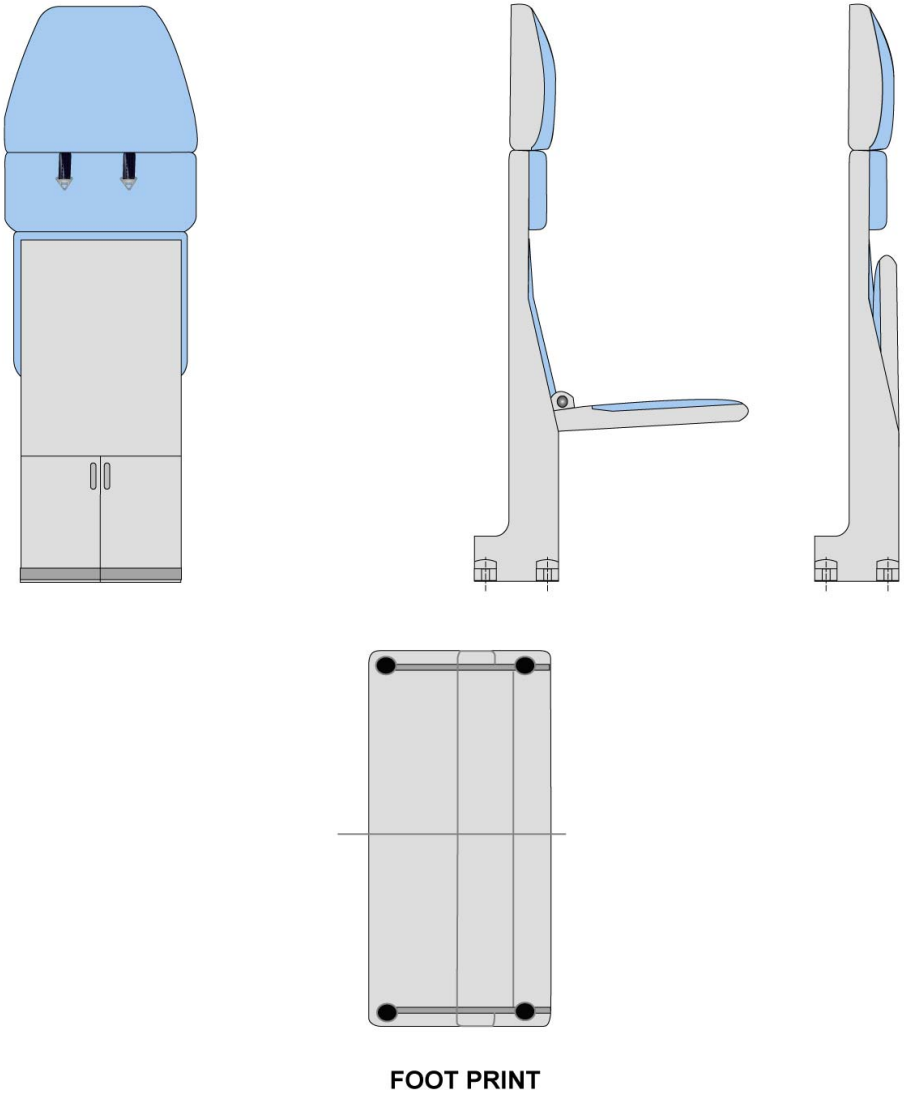
# PASSENGER AND ATTENDANT SEATS D/O (3)

## CABIN ATTENDANT SEAT ATTACHMENT (continued)

### FREE-STANDING

Free-standing cabin attendant seats can be mounted on seat rails with inch-by inch-flexibility, or by hardpoints.

UGB13131 - U7ST0M0 - UM25D600000001




CABIN ATTENDANT SEAT ATTACHMENT - FREE-STANDING

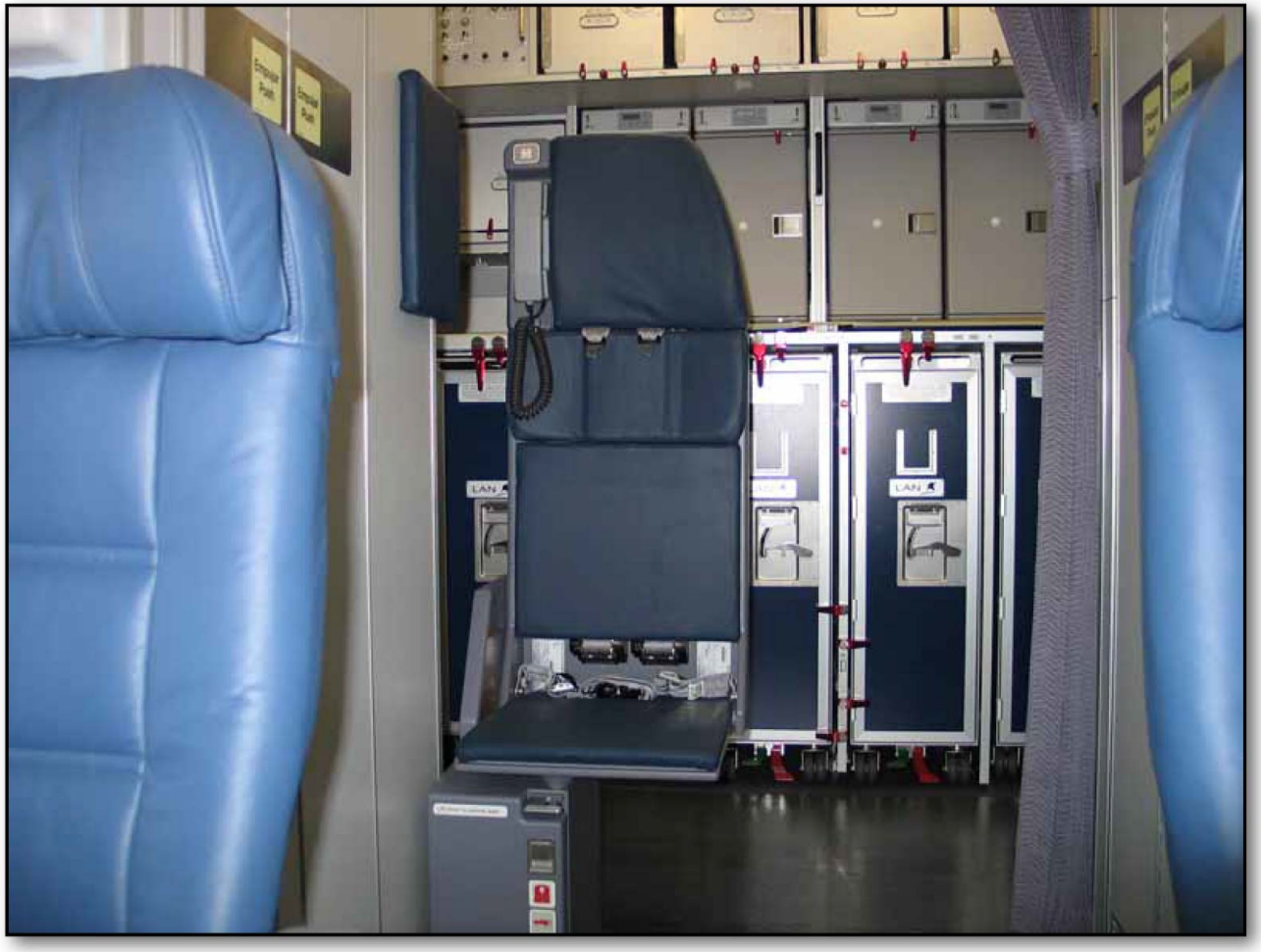
# PASSENGER AND ATTENDANT SEATS D/O (3)

## CABIN ATTENDANT SEAT ATTACHMENT (continued)

### SWIVEL

Swivel attendant seats are always attached to the cabin floor structure by hardpoints.

UGB13131 - U7ST0M0 - UM25D600000001



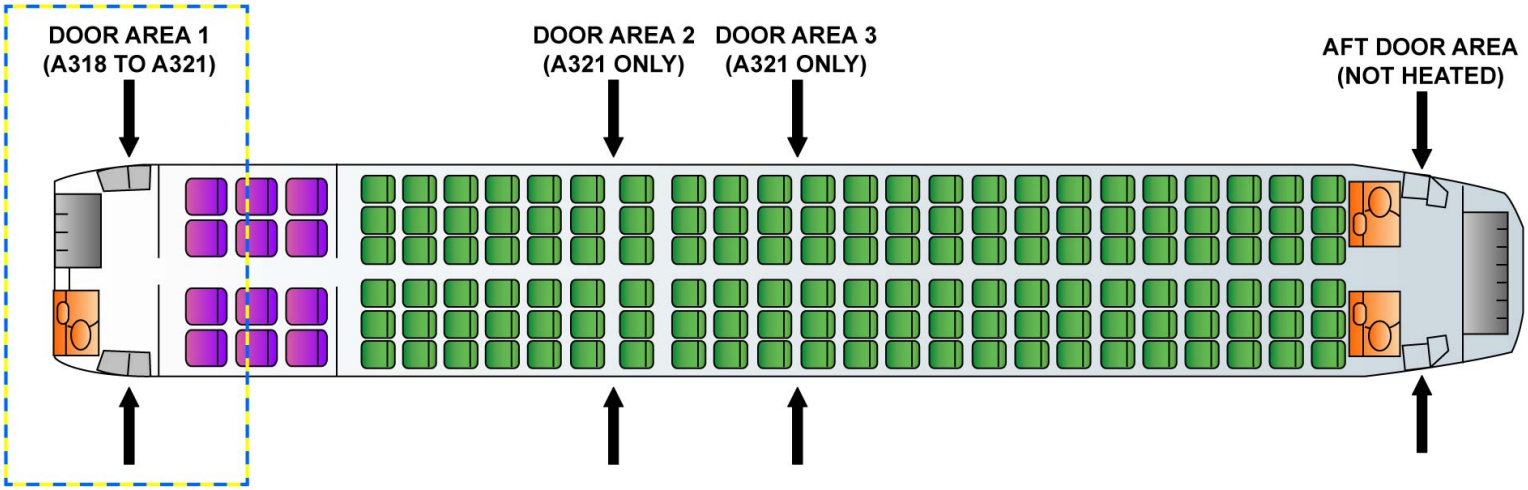
CABIN ATTENDANT SEAT ATTACHMENT - SWIVEL

# HEATED FLOOR PANEL SYSTEM D/O (OPTION) (3)

## GENERAL

As the door cutouts cannot be insulated as efficiently as the rest of the fuselage, the temperatures at these door areas become very low in flight. In order to improve this situation, in some of the affected areas the floor panels can optionally be heated, i.e. those of the front doors (door area 1) with all Airbus Single Aisle aircraft and those of the center and emergency exits (door areas 2 and 3) with A321. The areas of the aft doors, however, are never heated with either aircraft.

UGB13131 - U7ST0M0 - UM25DL000000001


DOOR AREA 1
(A318 TO A321)
DOOR AREA 2
(A321 ONLY)
DOOR AREA 3
(A321 ONLY)
AFT DOOR AREA
(NOT HEATED)

GENERAL

# HEATED FLOOR PANEL SYSTEM D/O (OPTION) (3)

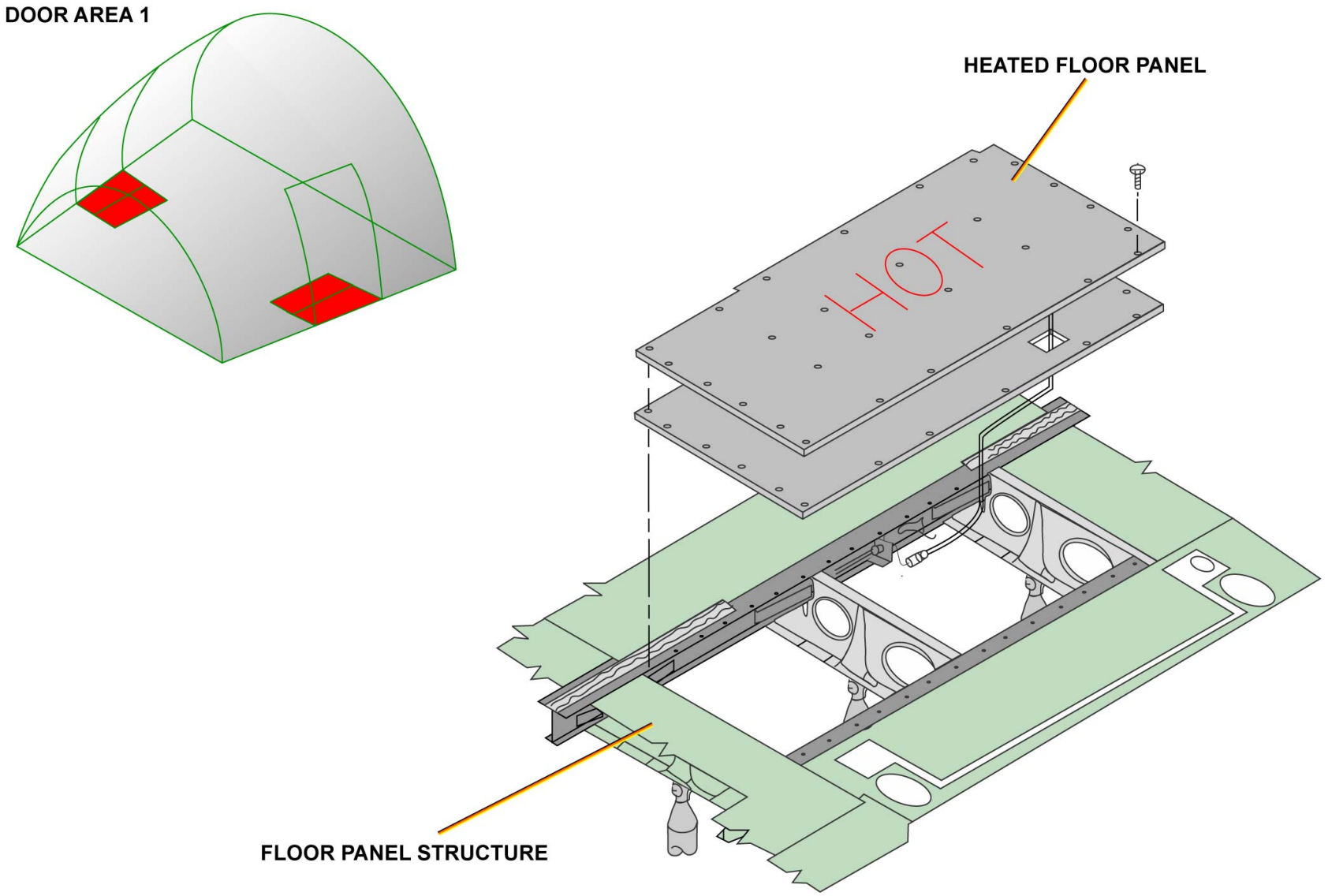
## LOCATION

### DOOR AREA 1 (OPTION)

Due to the temperature situation at door area 1, the floor panels are heated to increase passenger and cabin crew comfort. The system comprises two control units and four heated floor panels (two on each door area 1). Each of the control units controls and monitors the heater assemblies of one side of the door area (two heater elements, one for each of two panels at R/H or L/H door).

Each heated floor panel has an electrical heating foil protected with aluminum outer cover plate. In order to minimize heat loss, insulation material is installed to the bottom of the floor panel below the heating foil.

The heated floor panel has two drain holes, one on each side, and is shaped to drain away any water that collects on the panel when the door is open.




LOCATION - DOOR AREA 1 (OPTION)

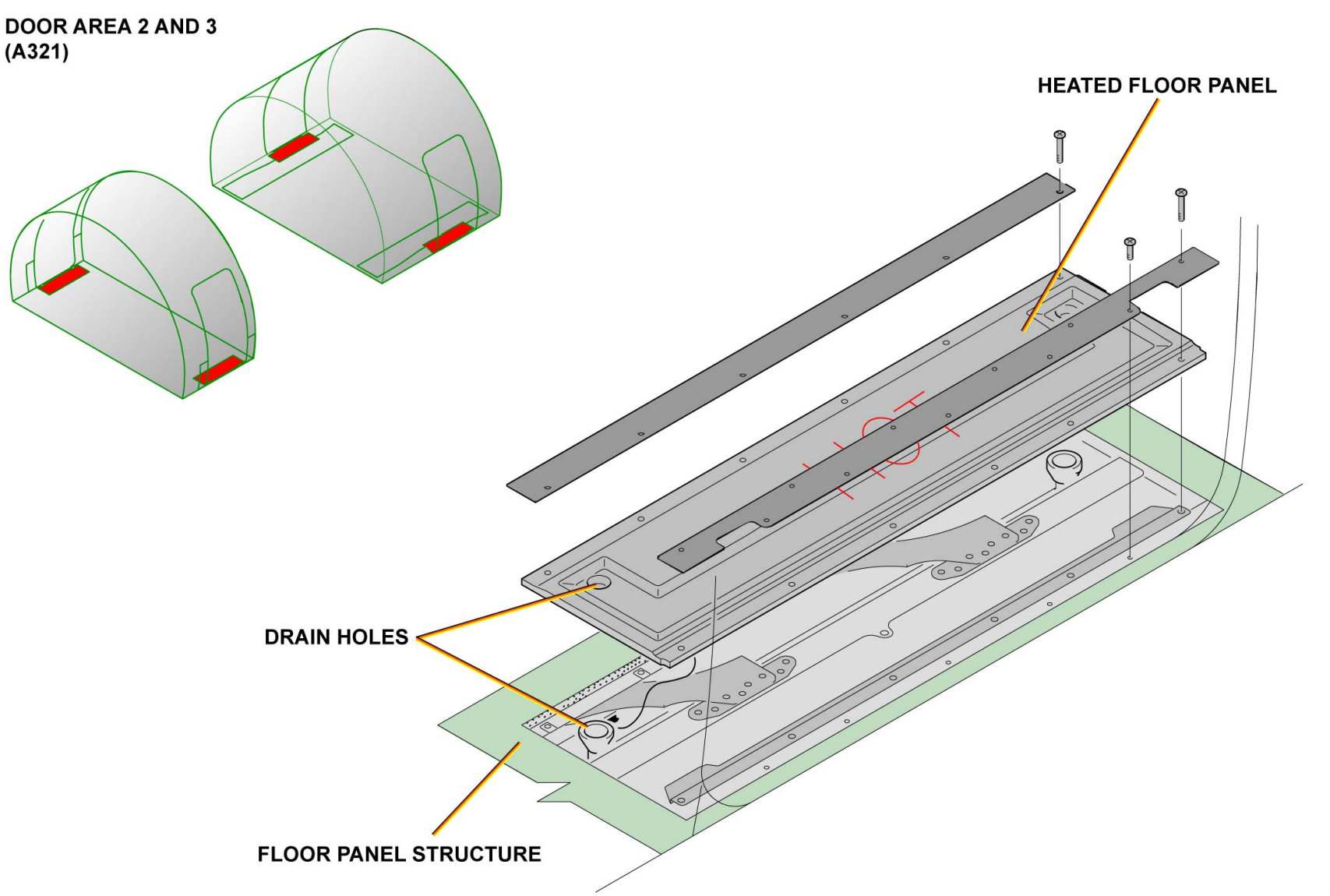
# HEATED FLOOR PANEL SYSTEM D/O (OPTION) (3)

## LOCATION (continued)

### DOOR AREA 2 AND 3 (STANDARD ON A321)

The size of the heated door area differs depending on the location. Door areas 2 and 3 have a single heated floor panel in front of the exit.
The system comprises control units and electrically heated floor panels. Each of the units controls and monitors the heater elements of both sides of one door area (L/H and R/H door).

UGB13131 - U7ST0M0 - UM25DL000000001



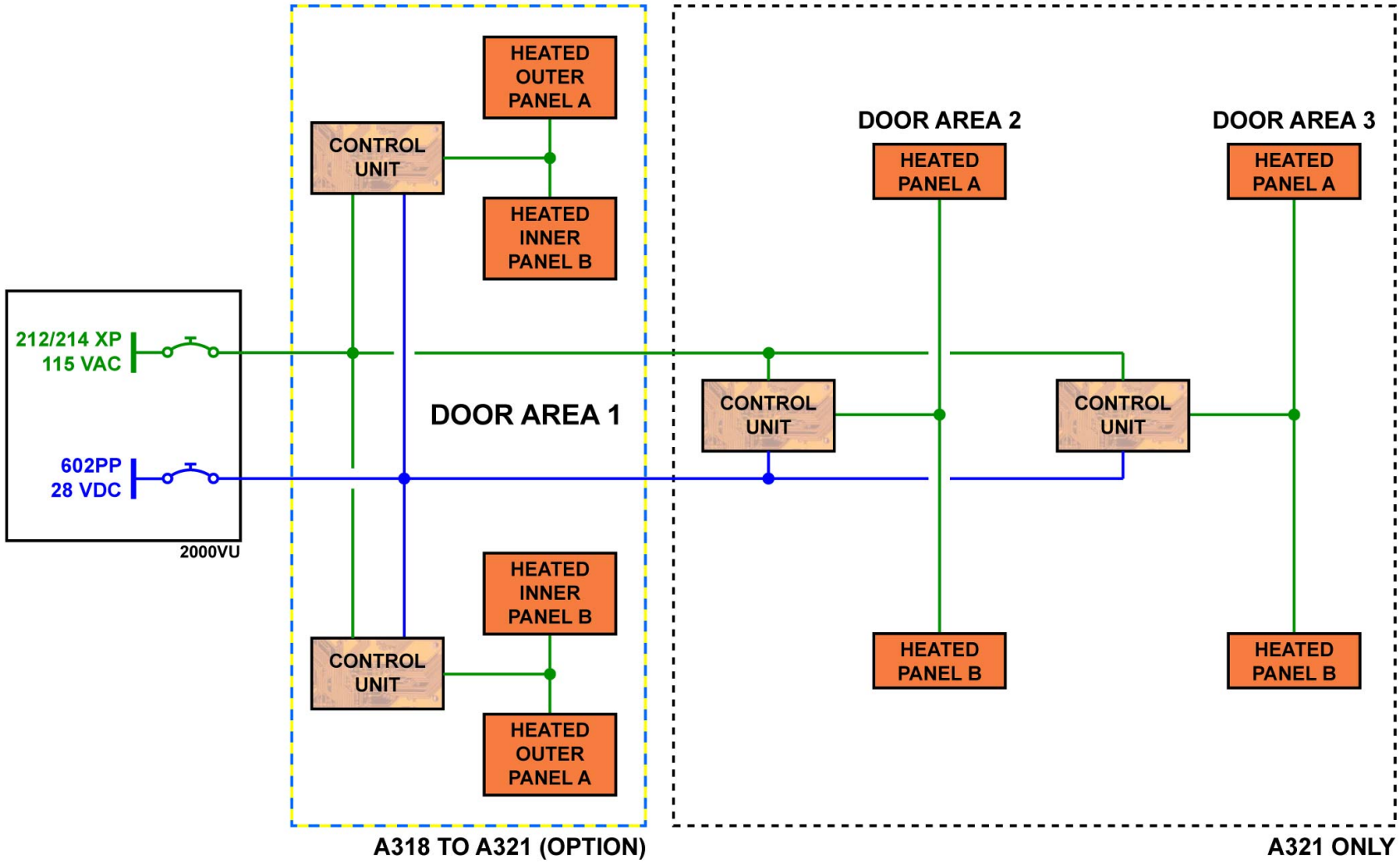

LOCATION - DOOR AREA 2 AND 3 (STANDARD ON A321)

# HEATED FLOOR PANEL SYSTEM D/O (OPTION) (3)

## OPERATION

The heating system comes into operation as soon as the supplying electrical bus bars 212XP, 214XP and 602PP are energized.
The control unit maintains a panel surface temperature between 29°C and 32°C. For this purpose it compares the temperature recorded by the sensors in the heating circuit to two stored threshold values.
If the actual temperature drops below the lower value, the control unit activates the relay to supply the heater circuit with 115V AC. When the upper temperature threshold is exceeded the relay is de-activated interrupting the heater power.
If this temperature regulation fails, two over-temperature switches, connected in series interrupt the power circuit protecting the heating elements from damage as follows:
- If the temperature exceeds 55°C the first over-temperature switch opens, thus interrupting the power circuit to the heater. Once the temperature drops below this threshold, the switch closes again and re-activates the heating of the panel.
- If the temperature exceeds 70°C (because the first over-temperature switch had failed) the second one opens cutting the heater power supply irreversibly.
The self-locking status switch (in "open" position) will only be released after the whole heating system is de-energized. This reset is done automatically.
The heated floor panels are supplied with 115V AC from bus bars 212XP and 214XP distributed via control units.

UGB13131 - U7ST0M0 - UM25DL000000001


HEATED OUTER PANEL A
CONTROL UNIT
HEATED INNER PANEL B
212/214 XP
115 VAC
602PP
28 VDC
2000VU
DOOR AREA 1
HEATED INNER PANEL B
CONTROL UNIT
HEATED OUTER PANEL A
A318 TO A321 (OPTION)
DOOR AREA 2
HEATED PANEL A
CONTROL UNIT
HEATED PANEL B
DOOR AREA 3
HEATED PANEL A
CONTROL UNIT
HEATED PANEL B
A321 ONLY

OPERATION

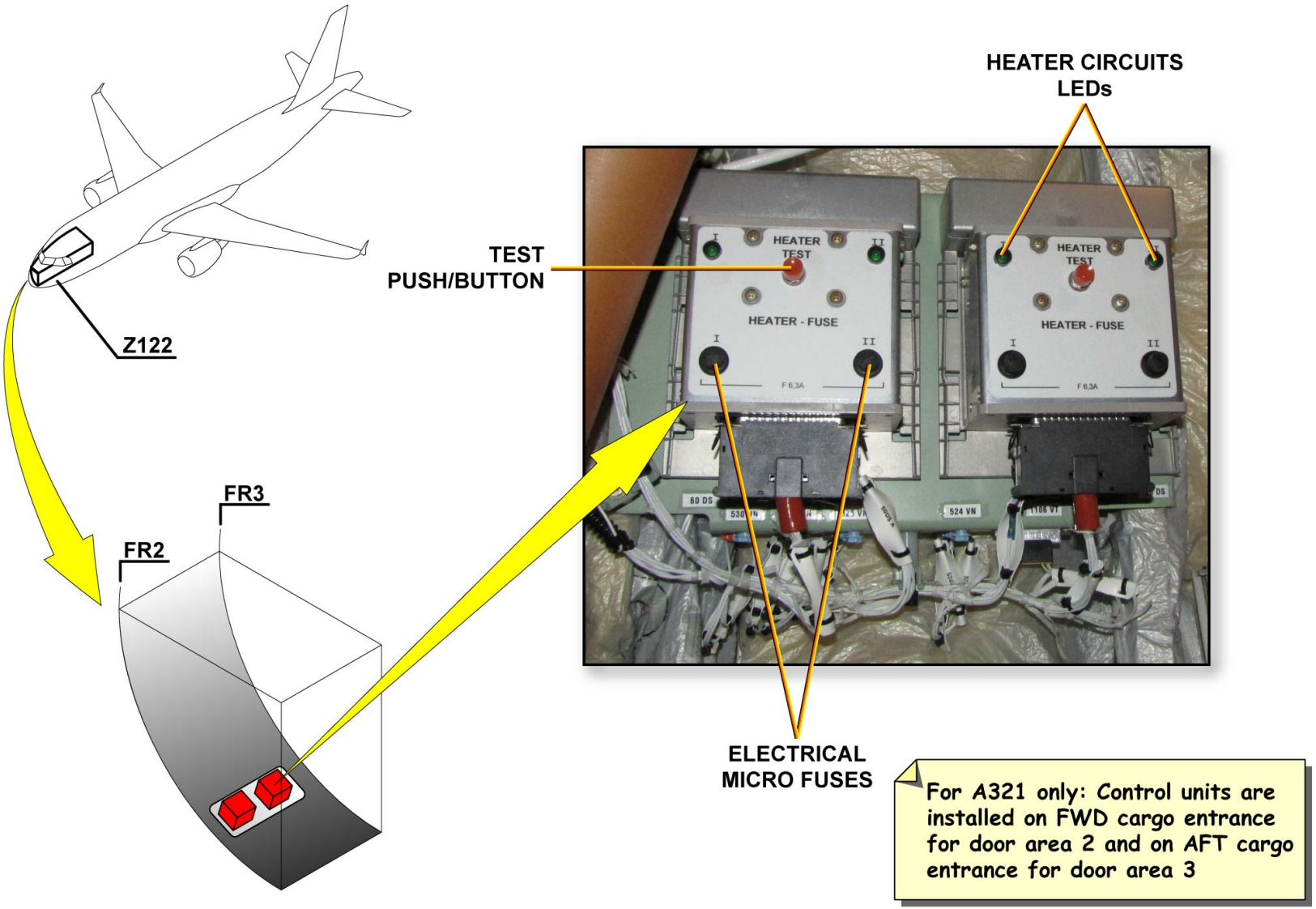
# HEATED FLOOR PANEL SYSTEM D/O (OPTION) (3)

## BUILT-IN-TEST

The Built-In-Test (BIT) function is activated by a "TEST" pushbutton installed on the front cover of the control unit. It checks the following items on each of the two heater circuits:
- Measuring range of the temperature sensor
- Heater elements and connections (open or short)
- Temperature sensor and connections (open or short)
- Heater current
- Heater control circuits
- Power supply
- Solid-state relays
- Interface connections

Correct function of these items is indicated by a sum-signal which gives light to two LEDs, one for each heater circuit, installed next either side of the P/B. In case of a detected fault, the related light of the affected heater circuit remains off.
This manually initiated BIT is the only way to monitor proper operation of the floor panel heating system.
The control units are supplied with 28V DC from bus bar 602PP during the BIT operation. Micro fuses on the front cover of the unit protect the heater circuits.

UGB13131 - U7ST0M0 - UM25DL000000001




BUILT-IN-TEST

# PAX DOOR ESCAPE SLIDE DEPLOYMENT / DESCRIPTION (3)

## PASSENGER DOOR ESCAPE SLIDE DEPLOYMENT AND DESCRIPTION

A slide deployment can be initiated whenever the door is opened in the emergency configuration. When the slide is armed it can be checked on a red indicator, located on the button of the slide decorative cover. As soon as the door handle is lifted the door opens and the escape slide is ejected from its container and the inflation system is activated. The deployment and inflation sequence is automatically initiated when the cabin door is opened. The slide deploys into its final usable position within 3 seconds. The escape slide is connected to the cabin floor by a girt extension which is attached to the girt bar at the door sill. Should the escape slide not inflate automatically a red manual inflation handle must be pulled. This handle is located on the girt extension.

UGB13131 - U7ST0M0 - UM25D7000000001

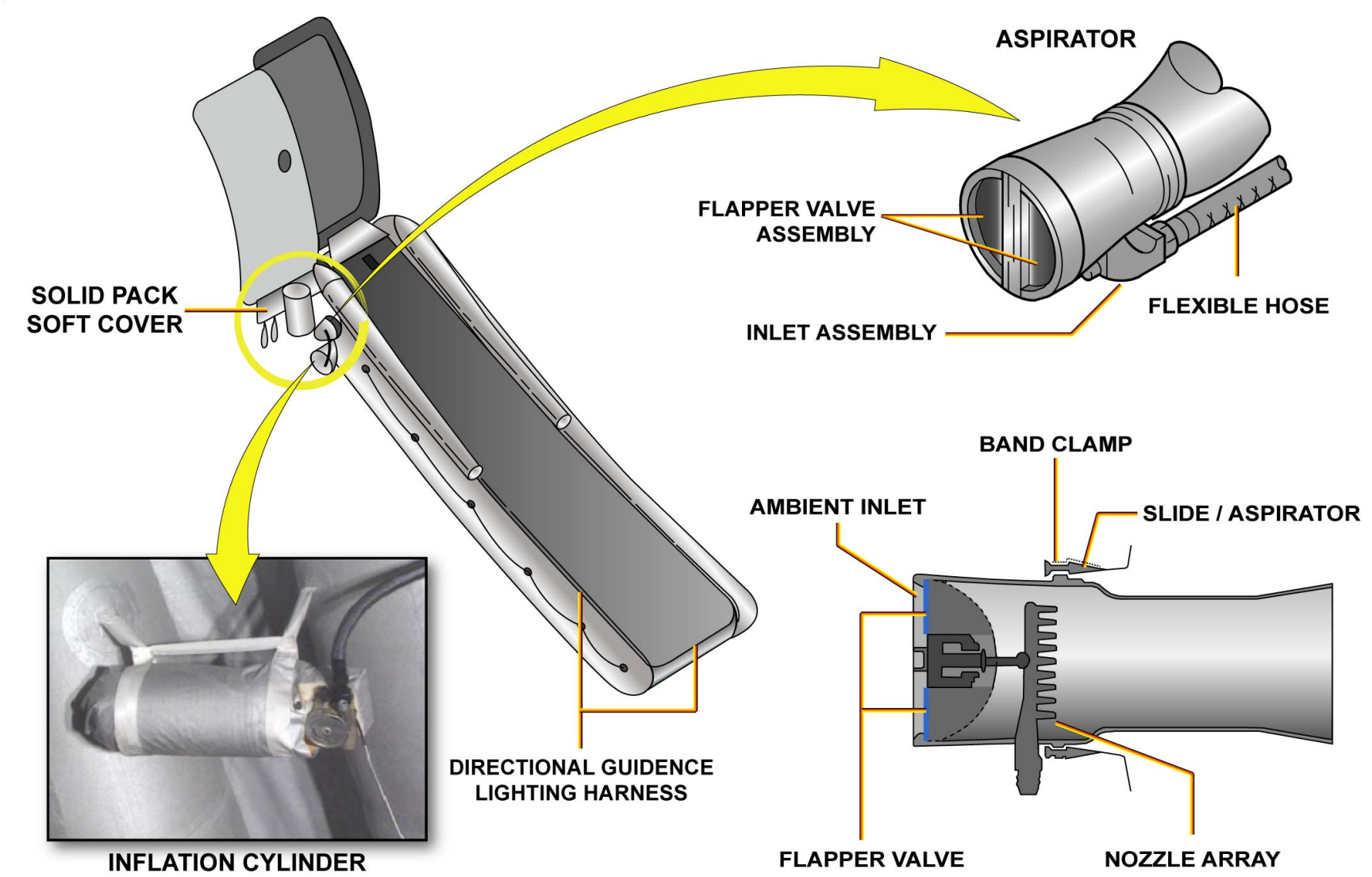
PASSENGER DOOR ESCAPE SLIDE DEPLOYMENT AND DESCRIPTION

# PAX DOOR ESCAPE SLIDE DEPLOYMENT / DESCRIPTION (3)

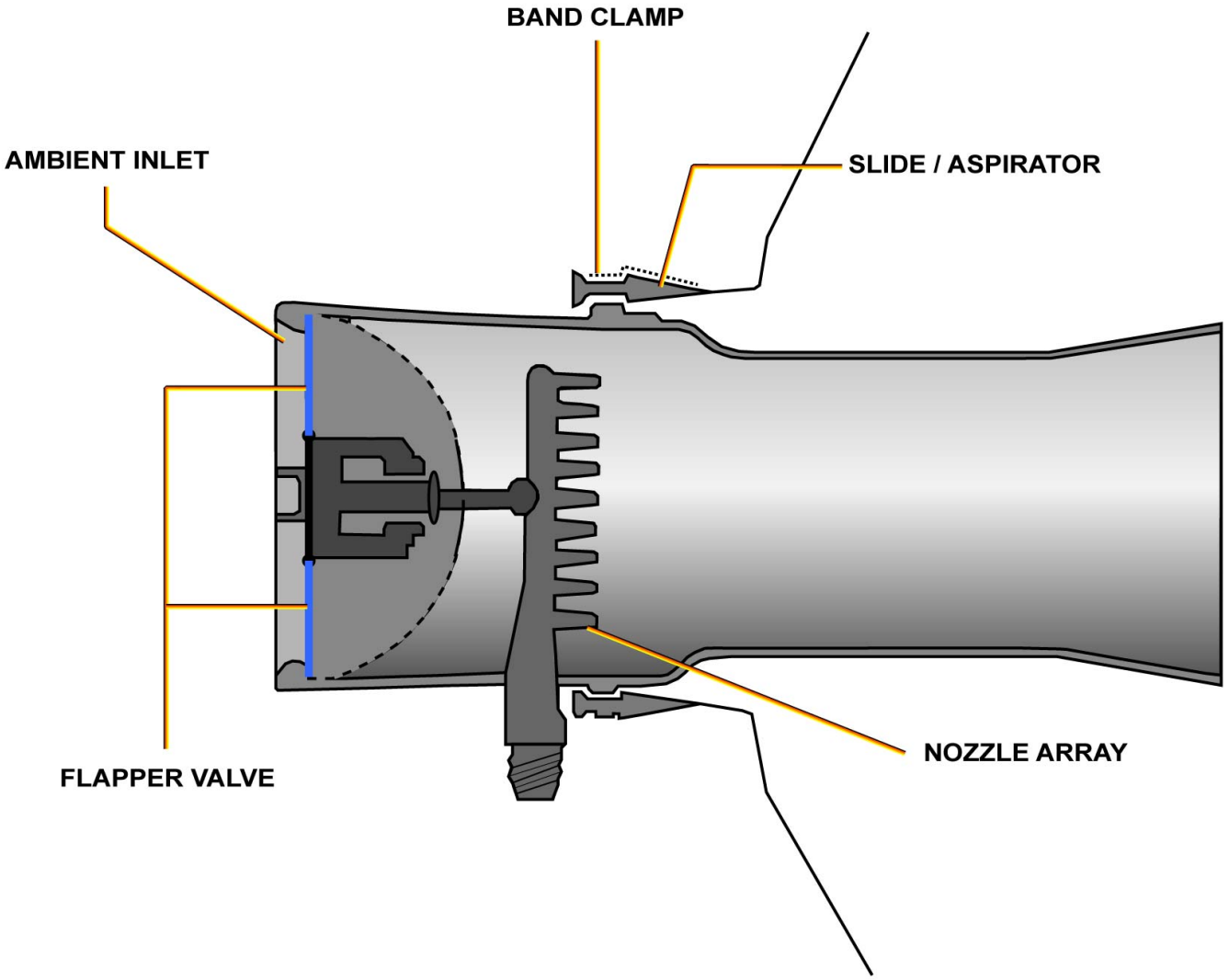
## PASSENGER DOOR ESCAPE SLIDE COMPONENTS

This graphic shows the main components of the passenger door escape slide.
The Flapper valve is closed.
The Pressure from the Inflation Reservoir flows into the nozzle array.
Due to the high flow the flapper valve opens against the spring force.
When the slide inflation pressure reaches its nominal value, the flapper valve closes by spring force. The remaining reservoir pressure is used to maintain the slide pressure for a given time.
After inflation the maintenance will deflate the slide by manually opening the flapper valve.

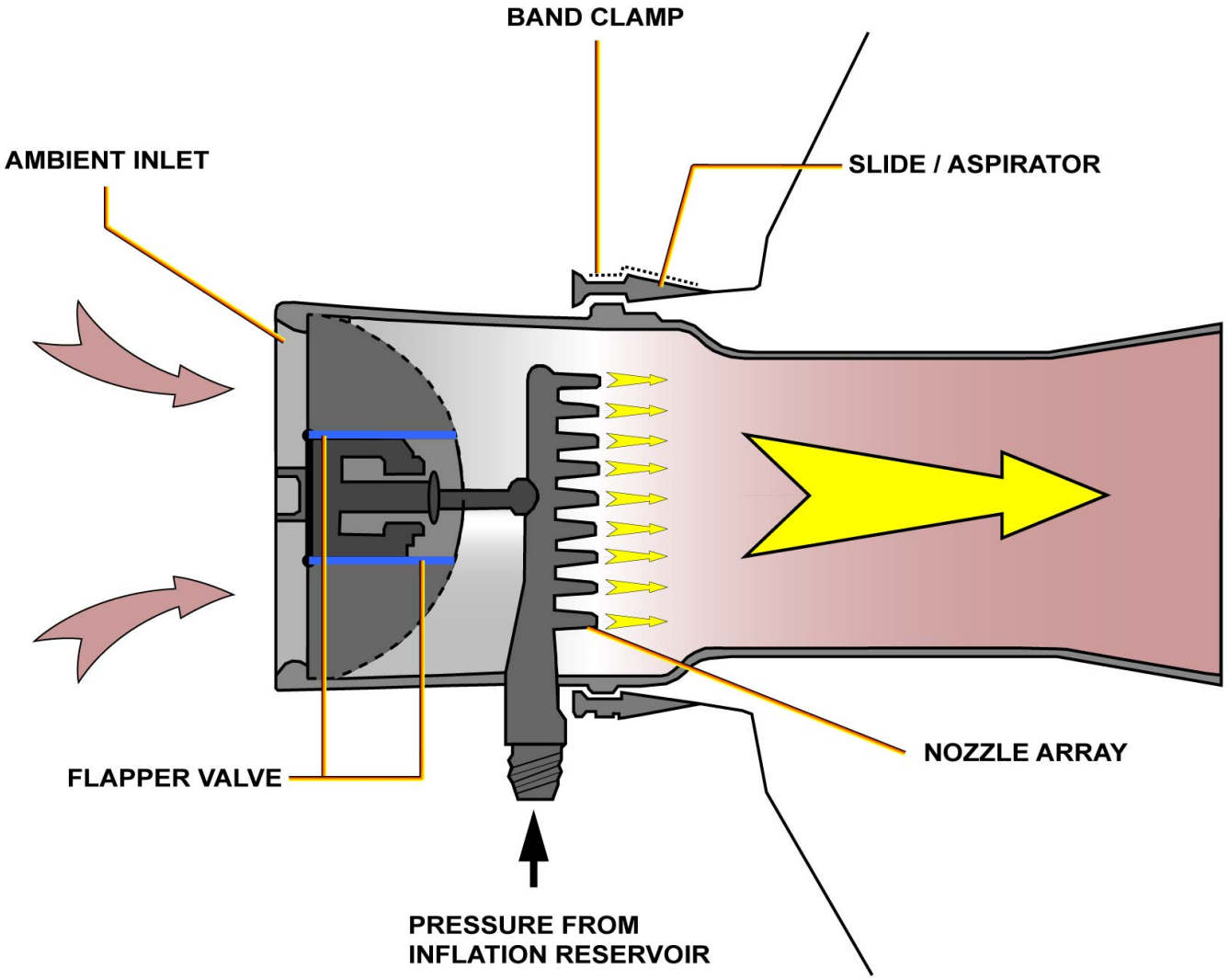
UGB13131 - U7ST0M0 - UM25D7000000001



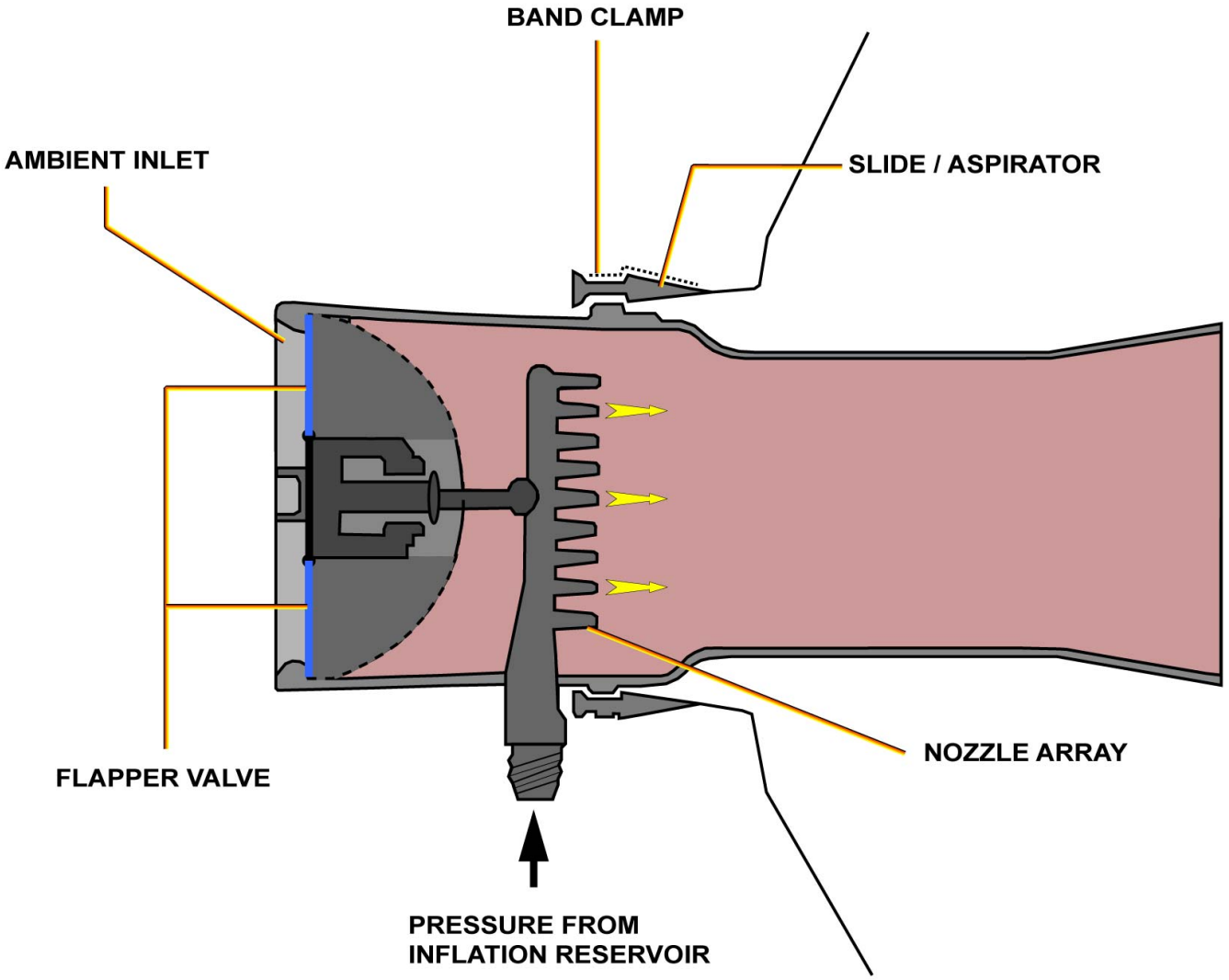

PASSENGER DOOR ESCAPE SLIDE COMPONENTS



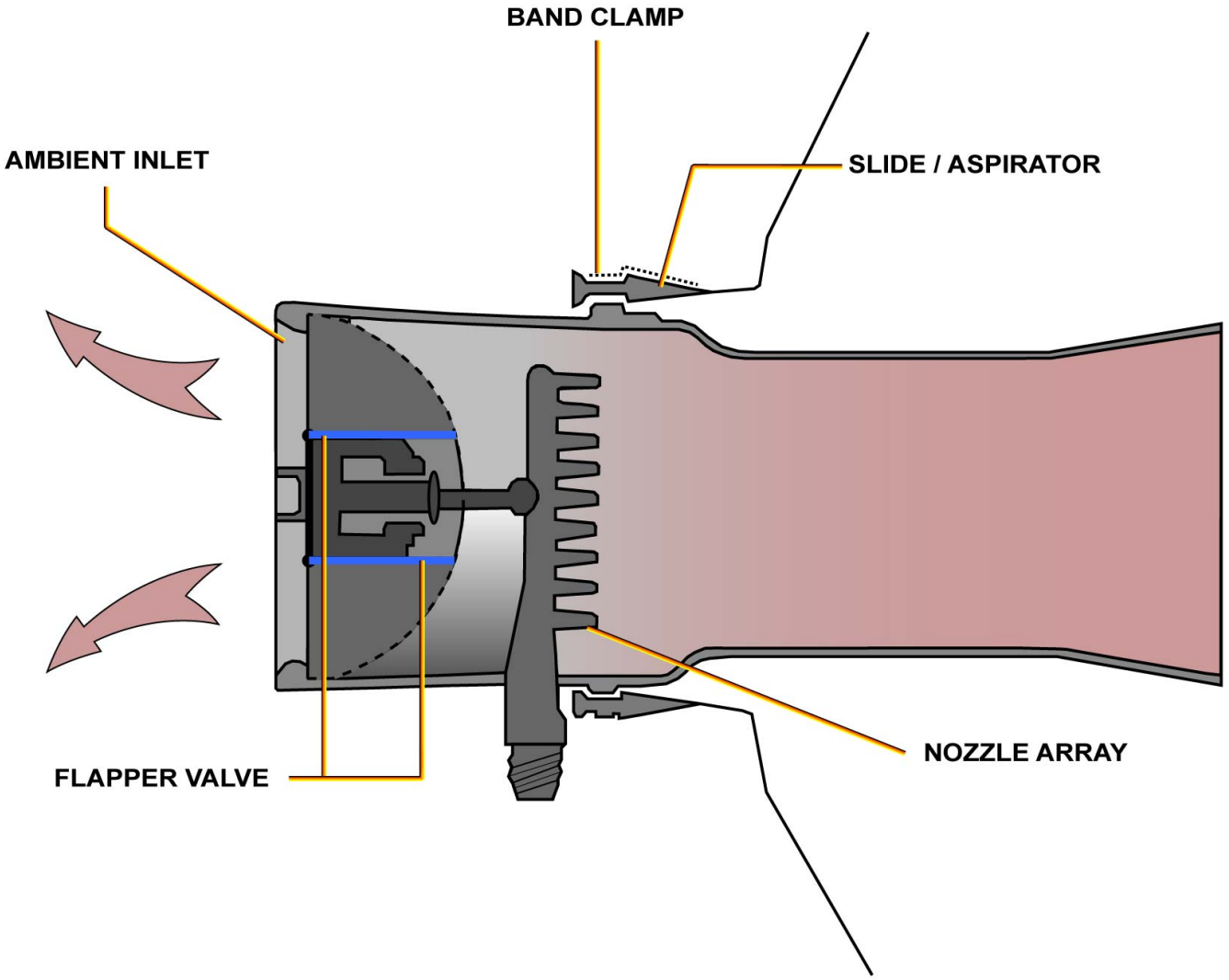

PASSENGER DOOR ESCAPE SLIDE COMPONENTS




PASSENGER DOOR ESCAPE SLIDE COMPONENTS




PASSENGER DOOR ESCAPE SLIDE COMPONENTS




PASSENGER DOOR ESCAPE SLIDE COMPONENTS

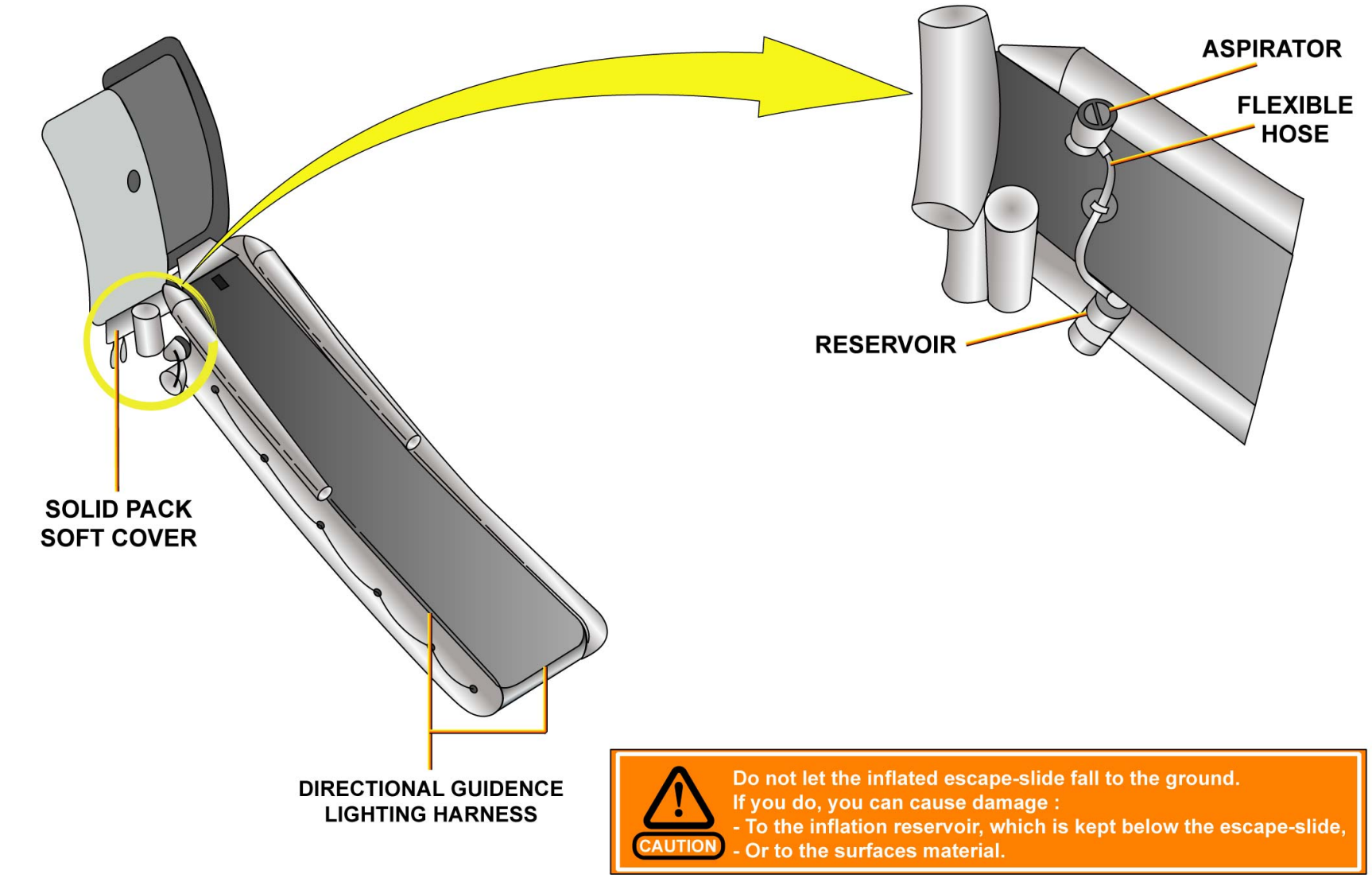
# PAX DOOR ESCAPE SLIDE DISCONNECTION (3)

## PASSENGER DOOR ESCAPE SLIDE DISCONNECTION

Disconnect the electrical line. Tie the retaining cord to the slide handle. Disconnect the slide-attaching device by removing the safety pin. Undo the lacing system. Using the retaining cord, take the escape slide away.

CAUTION: : Do not let the inflated escape-slide fall to the ground. If you do, you can cause damage :
- To the inflation reservoir, which is kept below the escape-slide,
- Or to the surfaces material.

PASSENGER DOOR ESCAPE SLIDE DISCONNECTION


ASPIRATOR
FLEXIBLE HOSE
RESERVOIR
SOLID PACK SOFT COVER
DIRECTIONAL GUIDENCE LIGHTING HARNESS
CAUTION
Do not let the inflated escape-slide fall to the ground.
If you do, you can cause damage :
- To the inflation reservoir, which is kept below the escape-slide,
- Or to the surfaces material.

PASSENGER DOOR ESCAPE SLIDE DISCONNECTION

This Page Intentionally Left Blank

# PAX DOOR ESCAPE SLIDE INSTALLATION (3)

## PASSENGER DOOR ESCAPE SLIDE INSTALLATION

Do a check of the general condition of the slide pack assembly. Before you start the work, make sure that the safety/ lock pin is correctly installed in the regulator valve assembly. Make sure that the pressure gage shows a sufficient pressure level. Check that the manual inflation handle is connected to the inflation cable. Before you install the girt bar, you have to disconnect the loop of the cover release-cable. Make sure that the electrical connector is closed and installed in the correct position. Place the electrical wiring according the side that the slide needs to be installed on.

The electrical harness must come out of he side of the girt assembly in flight direction. To place the harness correctly, follow the instructions on the pack assembly.

Now the pack assembly is ready to install the girt bar. Install a temporary tie on the small cord loop. Install the mooring line on the left side of the girt bar and place the girt bar between the short and the long girt extension flap. Make sure that the visual indicator faces inboard and forward.

Pull the cord loops through the grommets in the short girt flap. Start at each edge of the girt assembly and pull the cord loops through each other to the small cord loop at the centre. Place the handle wire loop over the small cord loop before you place the long cord loop over the centre. Secure it with the parachute-pin before you continue the pull the cord loops from the other end towards the centre.

Secure both long cord loops over the centre with e parachute-pin and remove the temporary tie. Safety the parachute-pin by using a specific nylon thread. 1 clove hitch on the long side of the pin. 3 Half hitches on the short pin end followed by 3 half hitches on the wire end of the pin, secured with a square knot.

Attach the handle to the Velcro-tape and putt the release wire along the girt assembly. Finally fold the long girt flap over the girt bar and attach it to the short girt flap Velcro-tape. Make sure you keep the mooring line as short as possible, and that you stow away the excessive length back into the girt extension. Fold the long girt flap over the girt bar and attach it to the short girt flap Velcro-tape.

Now the cover release cable needs to be reconnected to prepare the slide for the installation on the door. Before you start with the installation of the slide, make sure that the EMERgency EXIT LightT. Switch on the 25VU is set to "off". Install the safety/lock pin on the percussion mechanism of the door damper and emergency-operation cylinder and set the percussion lever to the disarmed position. Check that the door is set to the disarmed position and the lock-pin is engaged. Close the door and install the pack-assembly on the door support hooks. Hold it at an angle and connect the electrical connector of the slide to the door.

Install the bolts and the washers on the forward and aft end of the pack-board. Tighten them to the required value with a torque wrench.

Afterwards check that there is no more play between the slide pack-board and the door. Set the door to the ARMED configuration and open door.

Open the door with the control handle and hold the door to prevent the door to fully open. Install the girt bar with both ends into the floor attach fittings until the spring pawls click into position. Carefully lower and lock the door with the control handle. Make sure that the control shaft levers engage correctly in the holes of the girt bar. Make sure that the girt bar engages correctly in the telescopic forks, when you set the door to the disarmed position.

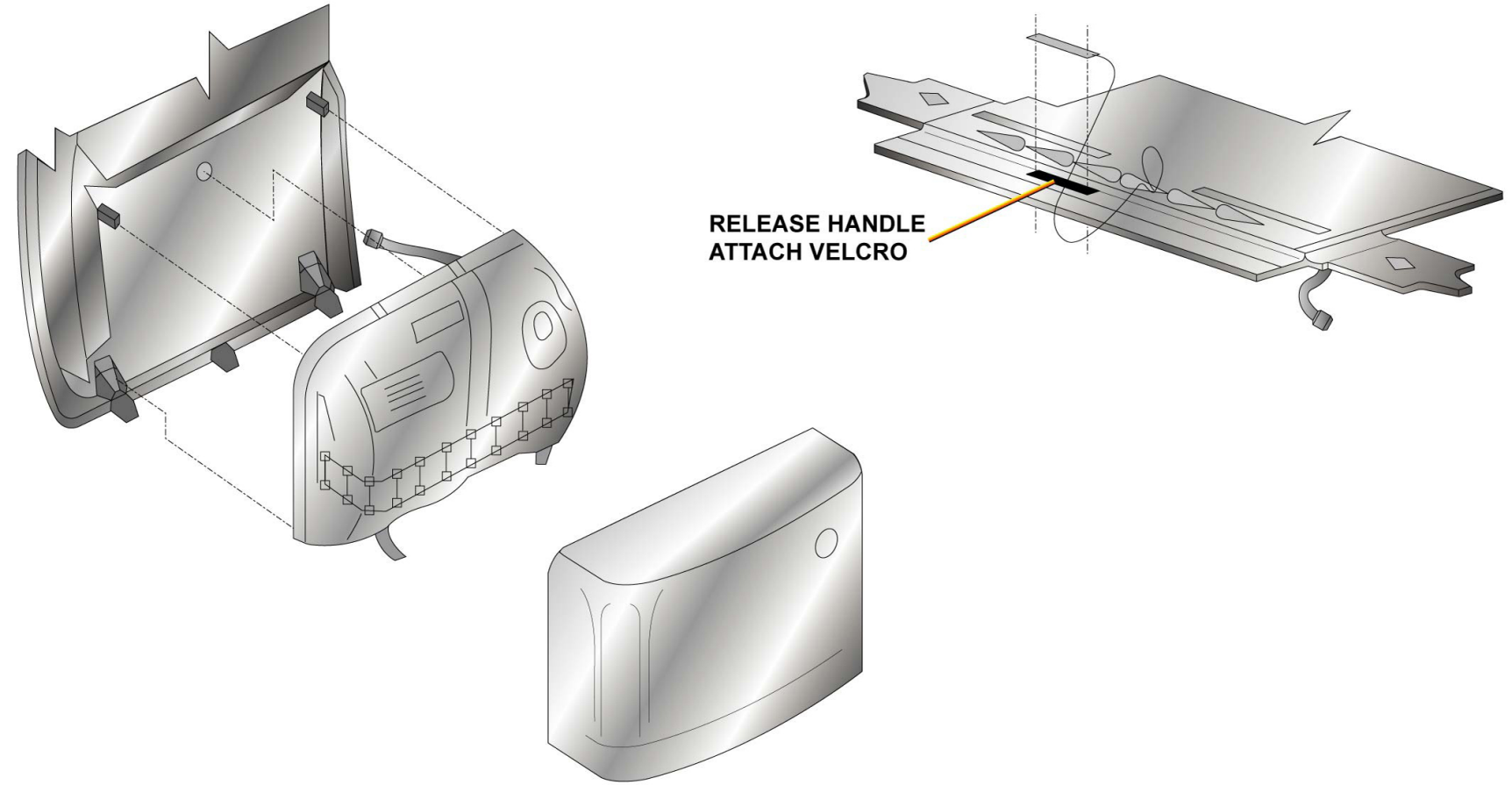
Do an operational test of the arming mechanism by arming the door and lift it carefully. Check that the girt bar engages into the floor attach fittings. Prevent the door from moving to the fully open position. Lower and lock the door again. Set the emergency control handle to the disarmed position and check that the girt bar moves back into the telescopic fork.

Safety the door in the disarmed position, remove the safety pin from the pack assembly and stow it in the pocket on the slide assembly. Position the decorative cover with the upper end on the upper end of the slide pack board. Align the spring loaded latches to match with the brackets on the slide. Close them. Push the lower edge of the decorative cover against the pack-assembly until the spring clips engage.

UGB13131 - U7ST0M0 - UM25Y2000000001

Finally you have to set the door damper and emergency operation cylinder back into the armed mode. Extend the percussion lever and tighten the screw. Lock wire it and when the lock wire is completely done, remove the safety pin from the percussion mechanism. Do the operational test of the emergency lights and the slide bottle monitoring through the CIDS. Both test results should show "OK" as test result.

PASSENGER DOOR ESCAPE SLIDE INSTALLATION




PASSENGER DOOR ESCAPE SLIDE INSTALLATION

# PAX DOOR ESCAPE SLIDE/RAFT DEPLOYMENT/DESCRIPTION (OPTION) (3)

## DESCRIPTION

The FWD and rear cabin doors of the A320 are equipped with slide rafts (option). The inflation and deployment sequence is automatically initiated when the door is opened in the armed configuration. The slide raft is ejected out of its container, and remains folded by restraint devices which break at a determined pressure point to allow correct deployment. The slide raft is stowed in a container connected to the cabin door.

## NORMAL OPERATION

As soon as the door handle is lifted, the door is pneumatically pushed open and the slide raft, fixed with a girt bar to the cabin floor, is pulled out of the container, drops down and inflates automatically. As the inflatable falls down, the inflation system is activated. The gas stored in the inflation cylinder is discharged through flexible hoses to the aspirators. The aspirator flaps open and ambient air is drawn in under partial vacuum, created by the high velocity in the venturi. Then the flaps close and the remaining gas, tops up the inflatable to its operational pressure. Should the automatic inflation system fail, the slide raft must be inflated manually.

## MANUAL OPERATION

For that, the red manual inflation handle located on the RH side of the girt extension must be pulled. In case of a ditching, prior to door opening the survival kit must be connected to the slide raft. The survival kit is stored in the nearest overhead bin. Place the survival kit on the floor, FWD of the door and detach the lanyard from the girt bar. Pull the lanyard and the hook, to snap on the front of the survival kit. Then open the door. The slide raft drops out of the container and deploys.

NOTE: In this module the PASSENGER DOOR SLIDE DEPLOYMENT/DESCRIPTION is described on the A320 but the principle is the same for the A318, the A319 and the A321.

UGB13131 - U7ST0M0 - UM25D900000001

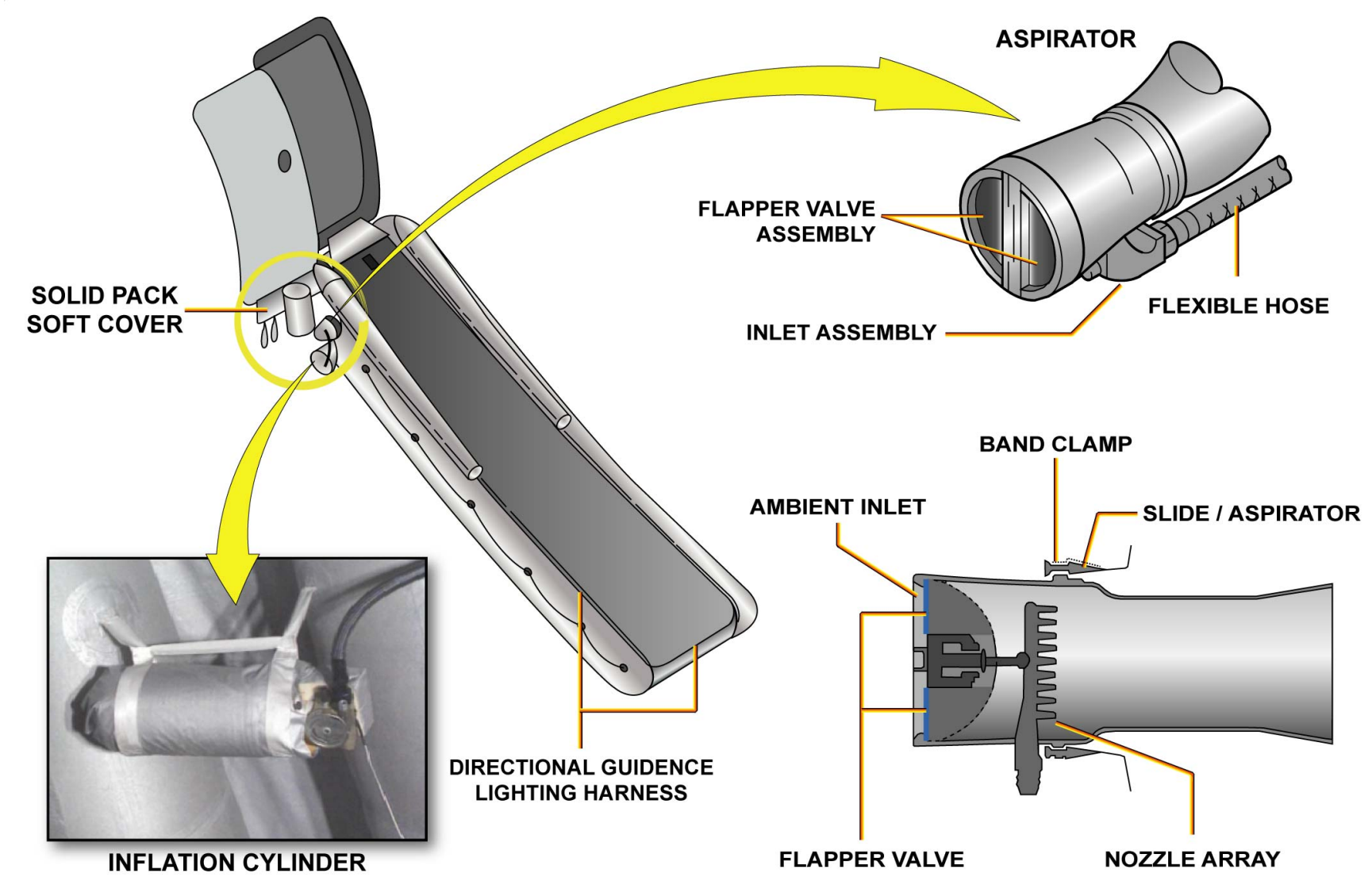
DESCRIPTION ... MANUAL OPERATION

# PAX DOOR ESCAPE SLIDE/RAFT DEPLOYMENT/DESCRIPTION (OPTION) (3)

## PASSENGER DOOR ESCAPE SLIDE COMPONENTS

This graphic shows the main components of the passenger door escape slide.

UGB13131 - U7ST0M0 - UM25D9000000001



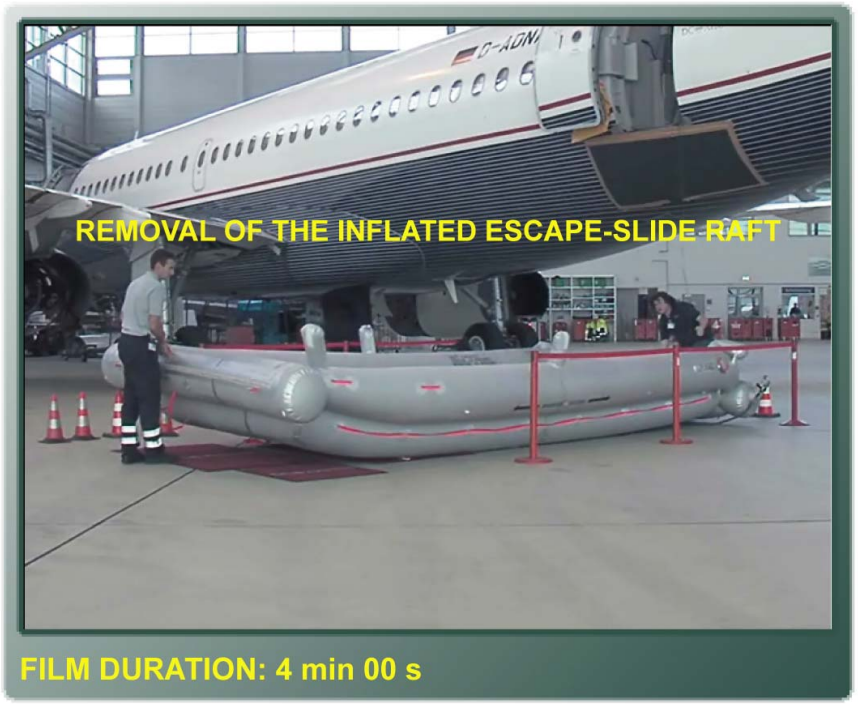

PASSENGER DOOR ESCAPE SLIDE COMPONENTS

# PAX DOOR ESCAPE SLIDE/RAFT DISCONNECTION (OPTION) (3)

## PASSENGER DOOR ESCAPE SLIDE RAFT DISCONNECTION

In the Cockpit, on the overhead panel 25VU, make sure that the Emergency Exit Light switch is set to the "off" Position.
Safety the related open passenger/ Crew door with the safety-barrier strap.
Carefully pull the electrical harness to disconnect the quick-release connector.
Remove the loop of the Survival-kit lanyard colored in white from the release trigger.
Pull open the blue and green Velcro-strap.
Remove the yellow release strap from the release trigger.
Pull the mooring line from the girt pocket and hold the escape slide raft with the mooring line.
Pull the Handle and the girt lace-up joint opens.
The girt assembly release from the girt bar.
Carefully lower the escape-slide raft to the ground.
Remove the girt bar from the floor fittings
Pull the release trigger with your fingers, hold the release trigger and move the telescopic end fitting.
Now you can remove the girt bar and also the mooring line from the girt bar.
Remove the upper attachments of the pack-board with either one of the two procedures

UGB13131 - U7ST0M0 - UM25DA000000001




PASSENGER DOOR ESCAPE SLIDE RAFT DISCONNECTION

# PAX DOOR ESCAPE SLIDE/RAFT INSTALLATION (OPTION) (3)

## PASSENGER DOOR ESCAPE SLIDE RAFT INSTALLATION

Do a check of the general condition of the slide pack assembly.
Before you start the work, make sure that the safety/ lock pin is correctly installed in the regulator valve assembly.
Make sure that the pressure gage shows a sufficient pressure level.
Check that the manual inflation handle is connected to the inflation cable.
Before you install the girt bar, you have to disconnect the loop of the cover release-cable.
Make sure that the electrical connector is closed and installed in the correct position.
Place the electrical wiring according the side depending on which the slide needs to be installed on.
The electrical harness must come out of he side of the girt assembly in the direction of the cockpit.
To place the harness correctly, follow the instructions on the pack assembly.
Now the pack assembly is ready for the girt bar to be install.
Make sure that the visual indicator faces inboard and forward.
Install the mooring line on the left side of the girt bar.
Pull the cord loops through the grommets in the short girt flap. Install a temporary tie on the small cord loop. Start at each edge of the girt assembly and pull the cord loops through each other to the small cord loop at the centre.
Place the handle wire loop over the small cord loop before you place the long cord loop over the centre. Secure it with the parachute-pin before you continue pulling the cord loops from the other end towards the centre.
Secure both long cord loops over the centre with the parachute-pin and remove the temporary tie.
Safety the parachute-pin by using a specific nylon thread. 1 clove hitch on the long side of the pin. 3 Half hitches on the short pin end followed by 3 half hitches on the wire end of the pin, secured with a square knot.
Put the release Strap Through the Release Trigger and position the Release Strap along the Girt.
Attach the Survival-Kit Lanyard to the Release Strap with the same color Velcro -strip and position the lanyard along the girt.
Put the Loop of the Survival-Kit Lanyard on the Top of the Telescopic End-Fitting and close the Attach Strap with the Velcro Strap.

NOTE: The short loop end must go thru the release trigger, and the long loop over the trigger.

Finally fold the long girt flap over the girt bar and attach it to the short girt flap Velcro-tape.
Before you start with the installation of the slide, make sure that the EMERgency EXIT LightT
Switch on the 25VU is set to "off".
Install the safety/lock pin on the percussion mechanism of the door damper and emergency-operation cylinder and set the percussion lever to the disarmed position.
Check that the door is set to the disarmed position and the lock-pin is engaged.
Close the door and install the slide Raft pack-assembly on the door support hooks. Hold it at an angle and connect the electrical connector of the slide to the door.

NOTE: Note: The Pack- assembly weighs approximately 50 kg.

Install the stud assemblies carefully, with the Allen key. Tighten them to the required value with a torque wrench. Afterwards check that there is no more play between the slide pack-board and the door.
Set the door to the ARMED configuration and open the door with the control handle and hold the door to prevent it for fully opening.
Install the girt bar by putting both ends into the floor attach fittings until the spring pawls click into position.
Carefully lower and lock the door with the control handle. Make sure that the control shaft levers engage correctly in the holes of the girt bar.

Make sure that the girt bar engages correctly in the telescopic forks, when you set the door to the disarmed position.
Do an operational test of the arming mechanism by arming the door and lifting the door carefully with the door control handle. Check that the girt bar engages into the floor attach fittings.
Prevent the door from moving to the fully open position. Lower and lock the door again.
Set the emergency control handle to the disarmed position and check that the girt bar moves back into the telescopic fork.
Safety the door in the disarmed position, remove the safety pin from the pack assembly and stow it in the pocket on the slide assembly.
Do an operational test.
Position the decorative cover with the upper end on the top of the slide pack board.
Finally you have to set the door damper and emergency operation cylinder back into the armed mode. Extend the percussion lever and tighten the screw. Lock wire it and when the lock wire is done, remove the safety pin from the percussion mechanism.
Do the operational test of the emergency lights and check the slide bottle pressure to the CIDS. Both test results should show "OK".

PASSENGER DOOR ESCAPE SLIDE RAFT INSTALLATION

This Page Intentionally Left Blank

UGB13131 - U7ST0M0 - UM25Y3000000001

# OFFWING ESCAPE SLIDE DEPLOYMENT / DESCRIPTION (3)

## OFFWING ESCAPE SLIDE DEPLOYMENT

The offwing escape slide is packed in a container assembly, which in turn is mounted into the center fuselage belly fairing. Two type 3 exits installed over each wing, are always in armed configuration. The opening of one wing exit will start the deployment sequence. The escape slide inflates automatically and is ejected out of its containers and deploys in approximately four seconds. The inflation system is composed of an inflation cylinder, which is installed in the aft cargo compartment. Activation of the release mechanism starts the inflation sequence. The gas stored in the cylinder is discharged to the inflatable through flexible hoses and an aspirator. The aspirator flaps open and ambient air is drawn into the slide. A red manual inflation handle, installed on each exit frame, must be pulled to manually activate the inflation and deployment sequence, in case of automatic release failure.

NOTE: In this module the OFFWING ESCAPE SLIDE DEPLOYMENT is described on the A320 but the principle is the same for the A318 and A319.

UGB13131 - U7ST0M0 - UM25DC000000001

OFFWING ESCAPE SLIDE DEPLOYMENT

# OFFWING ESCAPE SLIDE DEPLOYMENT / DESCRIPTION (3)

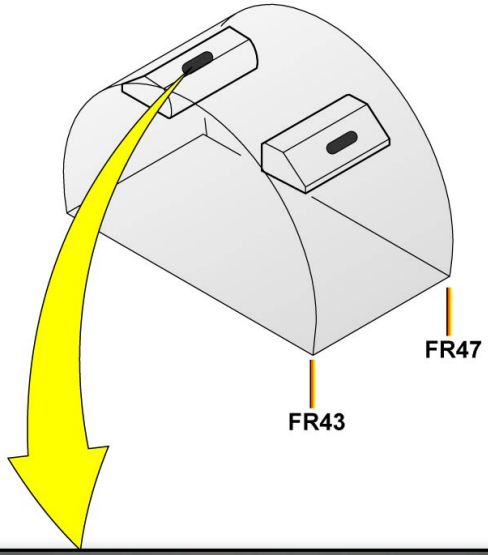
## OFFWING ESCAPE SLIDE FACILITIES

The offwing escape slides are composed of directional guidance lights. These lights are attached to the longitudinal supports and across the bottom of the inflatable assembly. The lights come on automatically during the inflation sequence. In addition, there are two offwing emergency lights installed just below the emergency exit door to get easier evacuation in case of emergency.
If the aircraft has Additional Center Tanks (ACT) installed as an option, the offwing escape slides are inflated by inflation reservoirs, installed in the cabin hatrack.

UGB13131 - U7ST0M0 - UM25DC000000001

OFFWING EMERGENCY LIGHTS

OFFWING ESCAPE SLIDE LIGHTS



INFLATION RESERVOIR

OFFWING ESCAPE SLIDE FACILITIES

# OFFWING ESCAPE SLIDE REMOVAL (3)

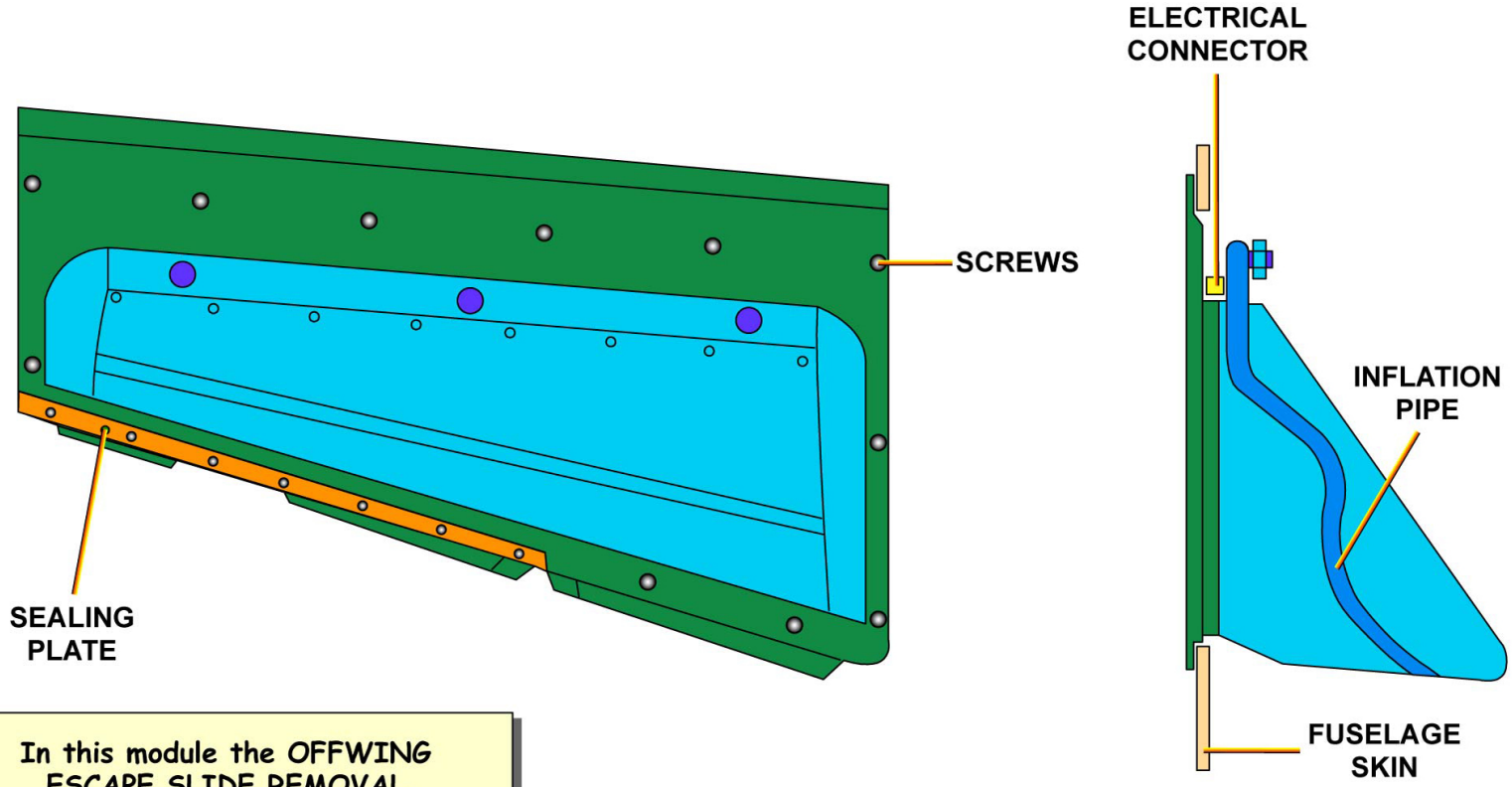
## OFFWING ESCAPE SLIDE REMOVAL

Push in the flapper valves of the aspirator and release the pressure from the offwing escape slide. Disconnect the inflation hose from the stowage compartment union. Disconnect the electrical connectors at the emergency lighting supply cable.

WARNING: USE BLANKING CAPS.
Undo the strap press-studs, to separate the container panel from the escape slide. To release the TOP girt bar assembly, support the slide and open the girt flap. Remove the girt release handle, and pull it. Undo the laces. Follow the same procedure to release the lower and FWD girt assemblies. Carefully lower the offwing escape slide to the ground. Remove and retain the seal attach plate screws. Remove and retain the seal attach plate and the seal strips. Loosen the attach panel studs. Move the top of the stowage compartment outboard at an angle and hold it. Disconnect the inflation hose from the fuselage union. Disconnect the emergency lighting electrical connector, and remove the escape slide stowage compartment from the A/C. Put blanking plugs cap on the disconnected lines ends and put blanking caps on the disconnected electrical connectors. The inflation reservoir has to be replaced.

UGB13131 - U7ST0M0 - UM25DD000000001

OFFWING ESCAPE SLIDE REMOVAL




In this module the OFFWING ESCAPE SLIDE REMOVAL is described for the A320 but the principle is the same for the A318 and the A319.

OFFWING ESCAPE SLIDE REMOVAL

This Page Intentionally Left Blank

UGB13131 - U7ST0M0 - UM25DD000000001

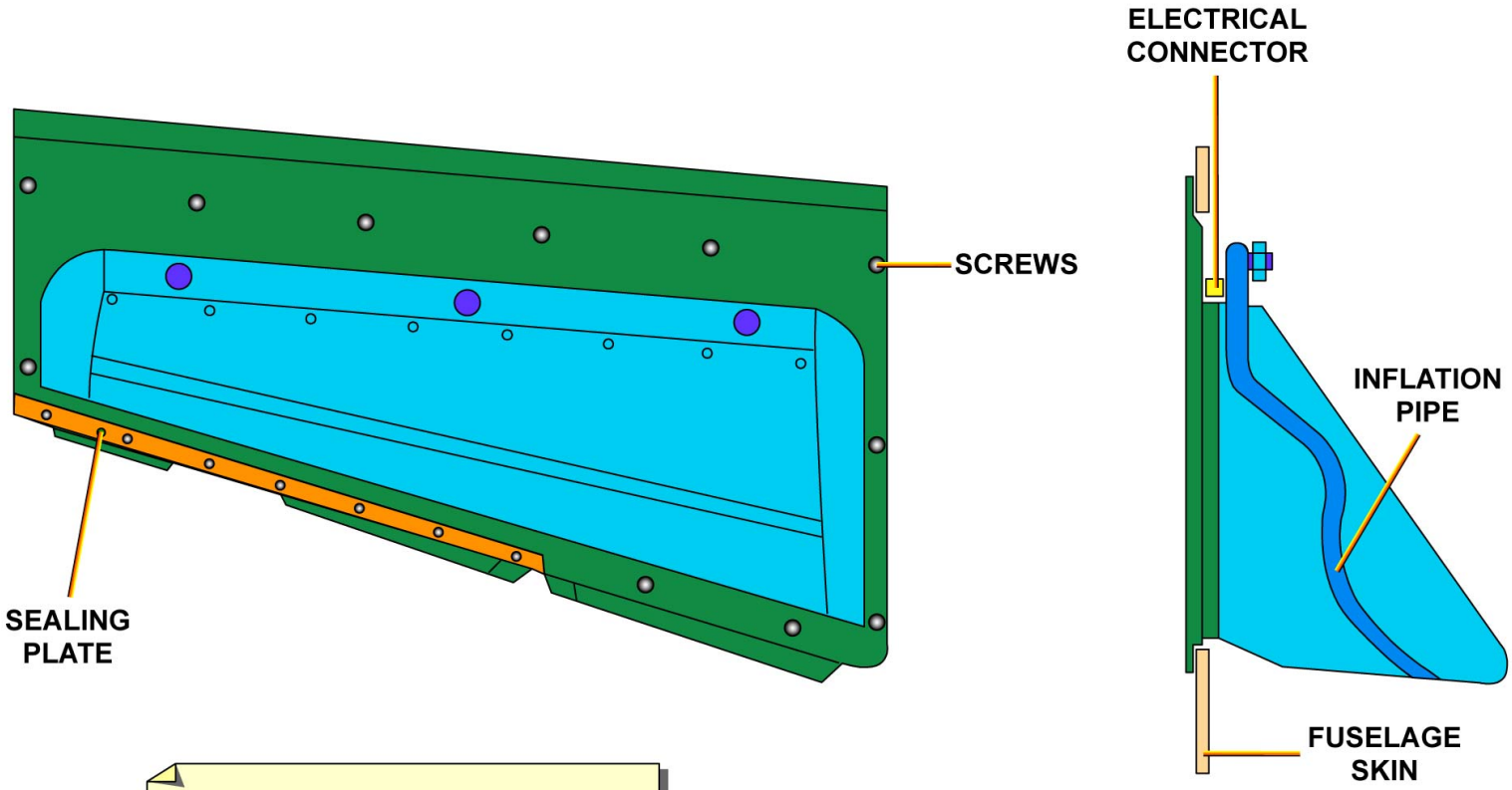
# OFFWING ESCAPE SLIDE INSTALLATION (3)

## OFFWING ESCAPE SLIDE INSTALLATION

In the flight deck set the emergency light switch on the 25VU to "off" and make sure that the required circuit brakers are opened and safetied. Use the locking tool for the slat flap lever and place warning notices to prevent flap movement. Get access to the aft cargo compartment and make sure that a serviceable inflation reservoir is installed. Make sure that the safety/ lock pin is correctly installed In the regulator valve assembly of the inflation reservoir. Before you start with the installation of the slide container perform a detailed visual inspection that includes the ball locks.
Remove the blanking caps from the line ends. Put the escape slide container in position. Move the top of the container outboard at an angle and hold it. Remove the cap from the inflation hose. Connect the inflation hose to the fuselage union. The elbow fitting must be installed at a specific angle. Torque it to the correct value in this position by using a torque wrench. Connect the emergency lighting electrical connector. Position the container correctly and tighten the studs. Put the seal strips and the seal attach plate in position and install the countersunk washers and the screws.

NOTE: For the seal plate attachment the flaps have to be extended.
Do an operational test of the emergency lighting system via the CIDS System. The result of the test must show "Test OK". Remove the locking tool from the slat flap control lever, close the circuit breaker and remove the warning notice from the flight deck. Close the service panel. Make sure that the text message "Water Service Door Open" is not shown any more. Remove the safety lock-pin from the valve/regulator assembly of the inflation cylinder and put it in the pocket.

OFFWING ESCAPE SLIDE INSTALLATION




In this module, the OFFWING ESCAPE SLIDE INSTALLATION is described for the A319 but the principle is the same for the A318 and the A320.

OFFWING ESCAPE SLIDE INSTALLATION

This Page Intentionally Left Blank

# EMERGENCY EXIT ESCAPE SLIDE DEPLOYMENT/DESCR. (A321) (3)

**A321 FIELD TRIP**

UGB13131 - U7ST0M0 - UM25DE000000001

A321 FIELD TRIP

# EMERGENCY EXIT ESCAPE SLIDE DEPLOYMENT/DESCR. (A321) (3)

## DESCRIPTION/DEPLOYMENT

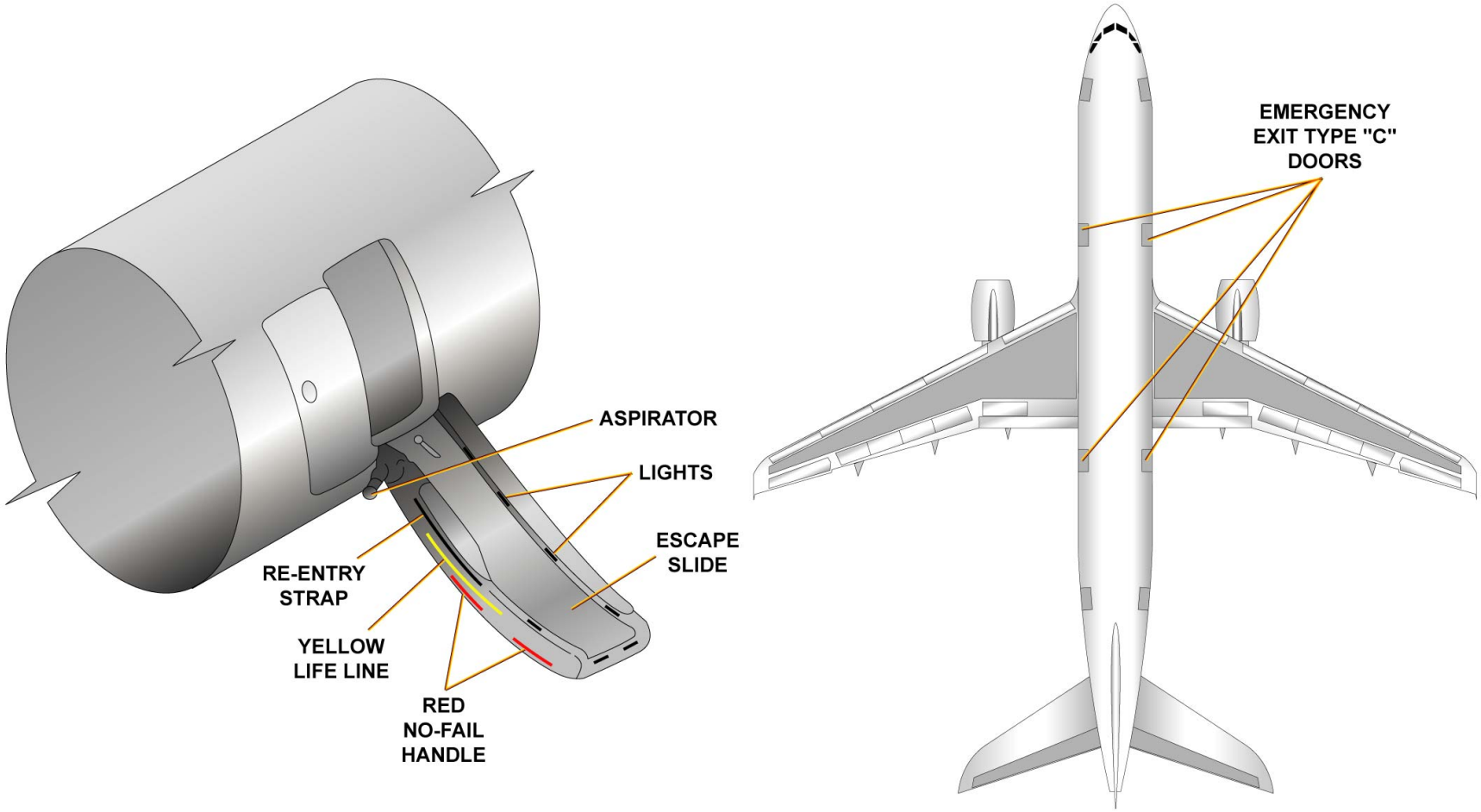
The escape slide for the type "C" doors, is stored underneath the door inside the fuselage. The inflation cylinder is located in the overhead bin, over the door. The cylinder is in a protection box and can be seen through a plexiglass window. The pressure can be checked on the pressure level indicator. For correct pressure the needle must be in the green section. To initiate the slide deployment, the door must be opened in the armed configuration. To open the door, uncover the control handle, lift the handle fully up, and release it.

CAUTION: Door opening pneumatically assisted when opened in armed mode.

The door opens outwards and then opens quickly. The escape slide in the meantime inflates and deploys completely. The escape slide is ready for use when the door is locked in the fully open position. Should the door open but the escape slide not inflate, a red handle for manual inflation is located in the door upper right hand frame. The transparent protective cover must be taken off and the red handle pulled to initiate the manual slide inflation. The escape slide for the type "C" doors is stowed in a special compartment in the fuselage, underneath the door. The deployment sequence starts as soon as the door is opened in armed configuration. One aspirator is connected to the inflation cylinder by means of a flexible hose. During the door opening the inflation cylinder regulator valve is actuated, and primary gas is supplied to the aspirator. The aspirator flaps open and outside air is drawn in. The flaps close as soon as the correct pressure is reached. The slide has a single lane sliding surface with a brake path at the bottom end, which slows down the speed of the evacuees. A lighting system is fitted along both sides and at the bottom of the slide. The lights automatically come on during the slide deployment. They remain on as long as the emergency power supply operates. A re-entry strap is fixed on one side of the slide. A yellow life line is fixed along the outside of the inflation chambers on both sides. Red no-fail handles are located on both sides for assisting people to hold the slide in case it is used not inflated as an evacuation chute. The slide is slightly canted in order to deploy at a safe distance away from the engine.

UGB13131 - U7ST0M0 - UM25DE000000001

A321 CANTED ESCAPE SLIDE
FILM DURATION: 2 min 03 s




DESCRIPTION/DEPLOYMENT

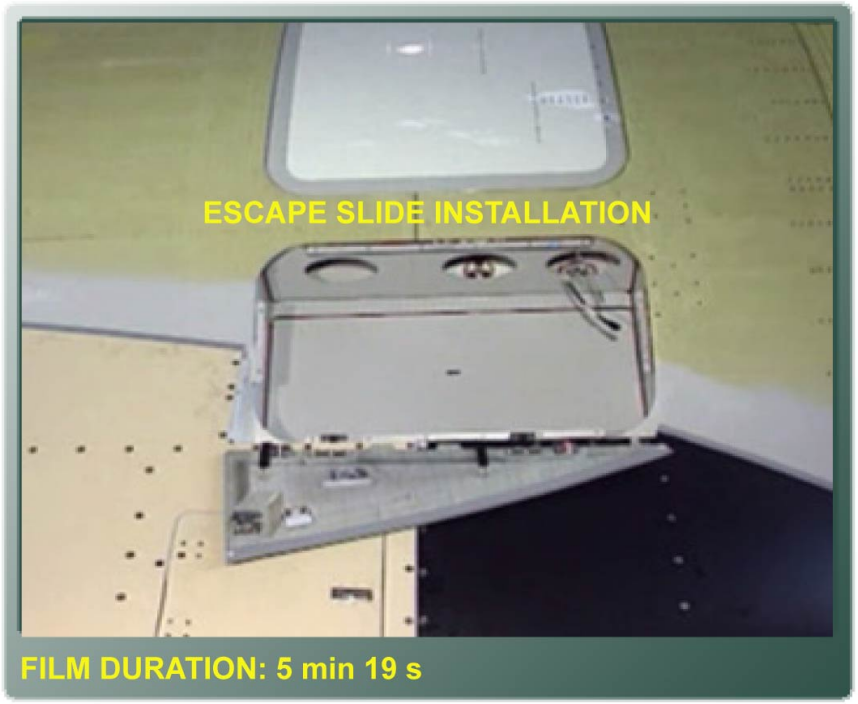
This Page Intentionally Left Blank

# EMERGENCY EXIT ESCAPE SLIDE INSTALLATION (A321) (3)

## INSTALLATION

The installation procedures are given for the escape slide stowage compartment located below the left door 3. The procedures for compartments located below the right door 3 and the left and right door 2 are almost the same. Make sure that the flaps are retracted.
Warning: make sure that the locking pin assembly is correctly installed in the operating head of the inflation reservoir.
It prevents an accidental extension of the escape slide. Make sure that the operating striker lever of the door damper and emergency operating cylinder is in the disarmed position. The slide control handle must be in the disarmed position and the safety pin installed.
Open the door and make sure that the manual inflation handle is in its correct position. Put the access platform in position at the escape slide stowage compartment. Do a check of the aircraft stowage compartment recess and the stowage compartment attach panel. Make sure that the location pin hole in the attach panel aligns with the location pin on the aircraft stowage compartment recess. The escape slides for the left and the right doors 2 and 3 are not interchangeable. The location pin installed on the aircraft stowage compartment recess prevents incorrect installation. Make a visible inspection of the door lock mechanism on the stowage compartment blowout door. To finish the escape slide installation preparation, remove the blanking plugs. Here you can see the safety tool for slide installation. This tool must be installed on the slide pack and on the stowage compartment recess. Now, tighten the inflation hose and assembly on the fuselage union. Make sure you do not twist the inflation hose when you tighten the end assembly on the fuselage union. This could damage the inflation hose. Install the emergency lighting electrical connector and fix the bonding strap. Put the escape slide stowage compartment in position and remove the safety tool. Then, tighten the panel attach studs. Finally, put the belly fairing panel in position and close the panel attach latch mechanism.

UGB13131 - U7ST0M0 - UM25DJ000000001



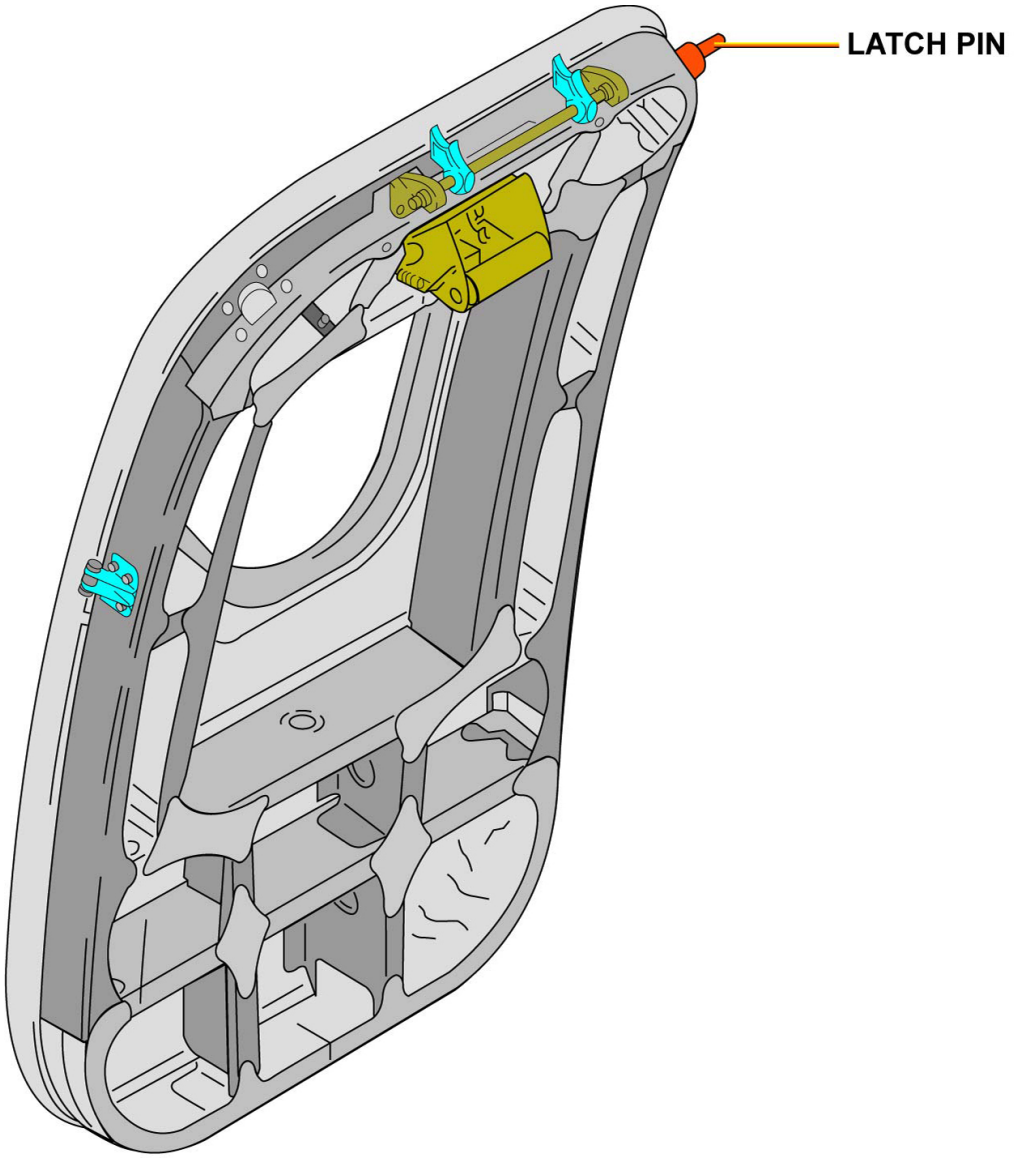

INSTALLATION

# OFFWING ESC SLD RELEASE MECH DESCRIPTION (3)

## GENERAL

The escape slide release mechanism has three different parts:
- the latch pin,
- the manual release handles,
- the release cable path.

UGB13131 - U7ST0M0 - UM25DG000000001



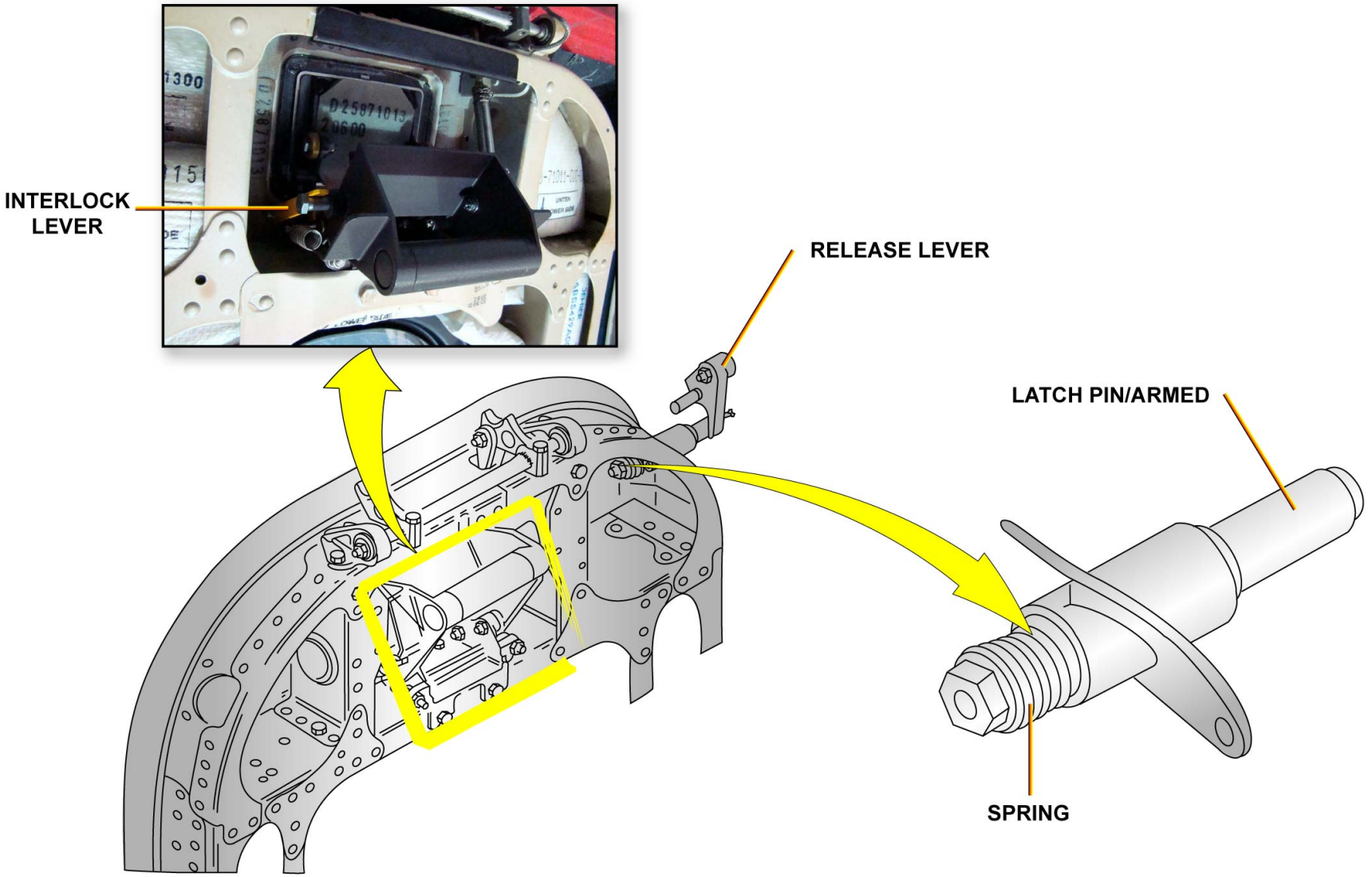

GENERAL

# OFFWING ESC SLD RELEASE MECH DESCRIPTION (3)

## LATCH PIN

The latch pin has two positions, the normal "armed" position and a retracted position used for maintenance operations. By using a hexagonal socket wrench, the latch pin will be set to the armed position by extending the latch pin against the spring load and locking it in this position with a quarter turn clock-wise. To disarm the latch pin you have to press it against the spring load and rotate the pin a quarter turn anti clock-wise. Make sure that the latch pin is fully retracted.

UGB13131 - U7ST0M0 - UM25DG000000001



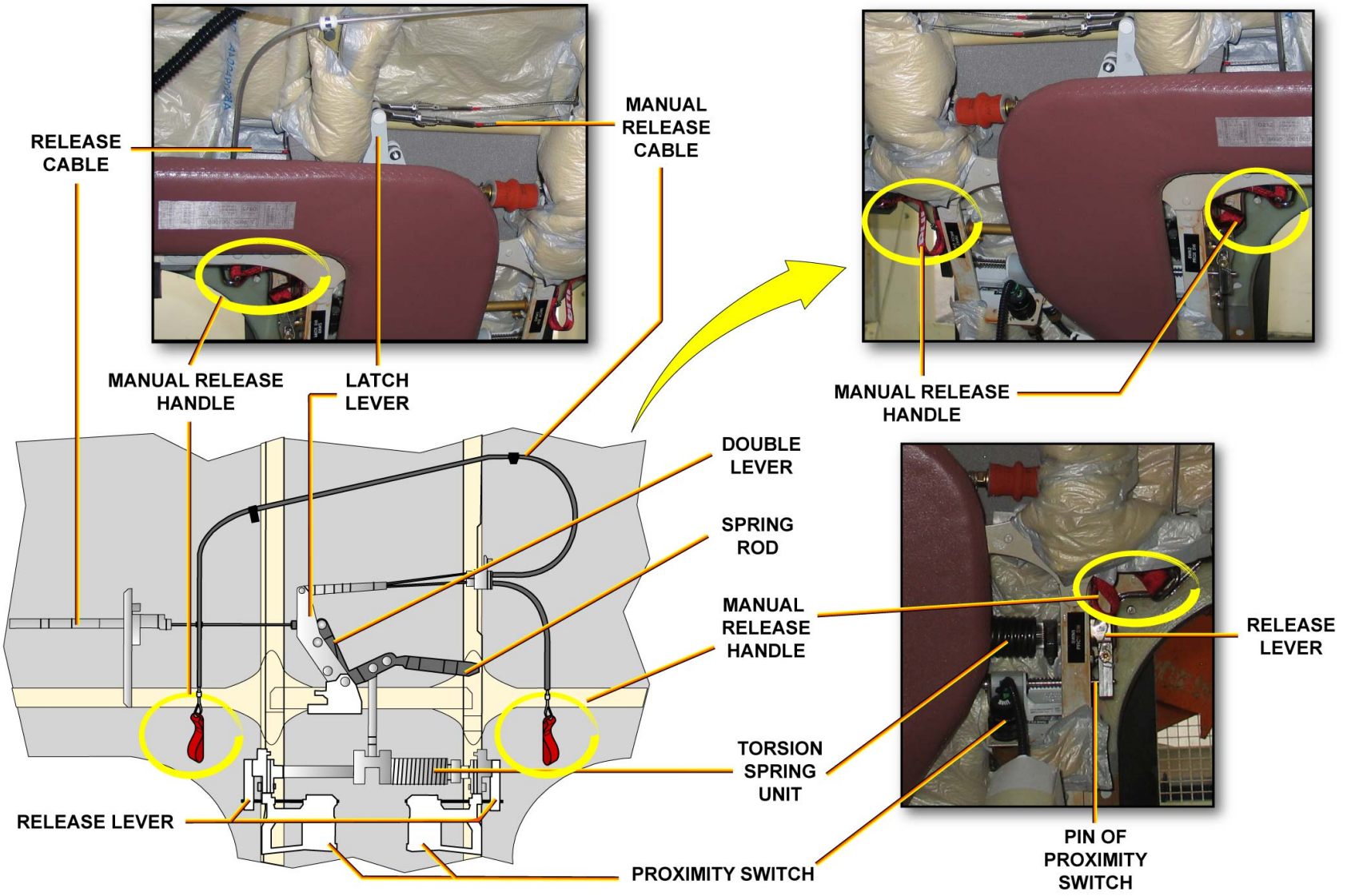

LATCH PIN

# OFFWING ESC SLD RELEASE MECH DESCRIPTION (3)

## MANUAL RELEASE HANDLES

In case of failure the slide can be released manually with the manual release handles, via the latch lever. The release lever is operated by the latch pin in the armed position, upon inward movement of the hatch. This movement, via the shaft, rod, spring rod, and double lever, pulls the release cable.

UGB13131 - U7ST0M0 - UM25DG000000001



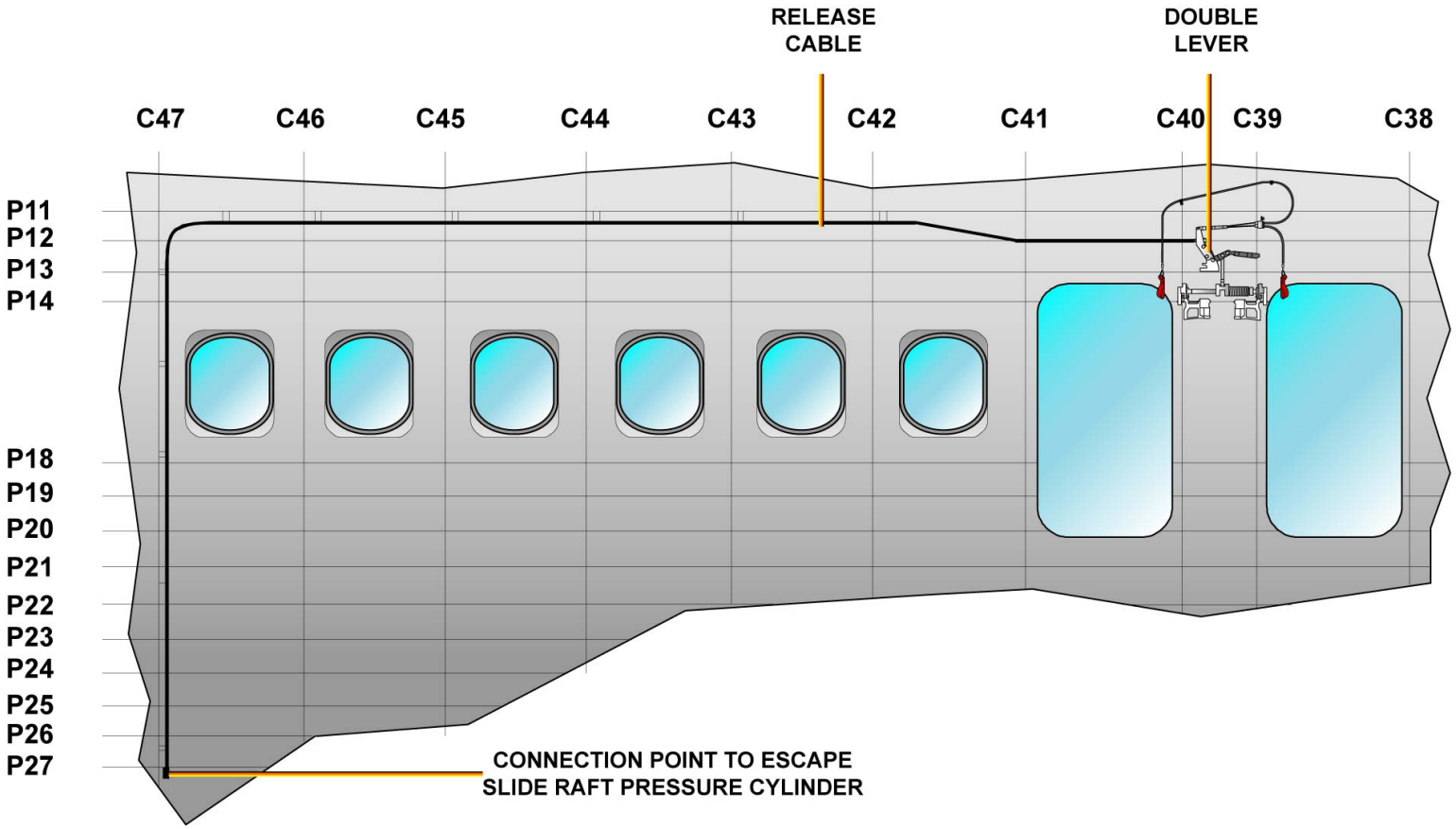

MANUAL RELEASE HANDLES

# OFFWING ESC SLD RELEASE MECH DESCRIPTION (3)

## RELEASE CABLE PATH

The release cable transmits the double lever movement to the connection point in the aft cargo compartment where it is connected to the escape slide cylinder.

UGB13131 - U7ST0M0 - UM25DG000000001



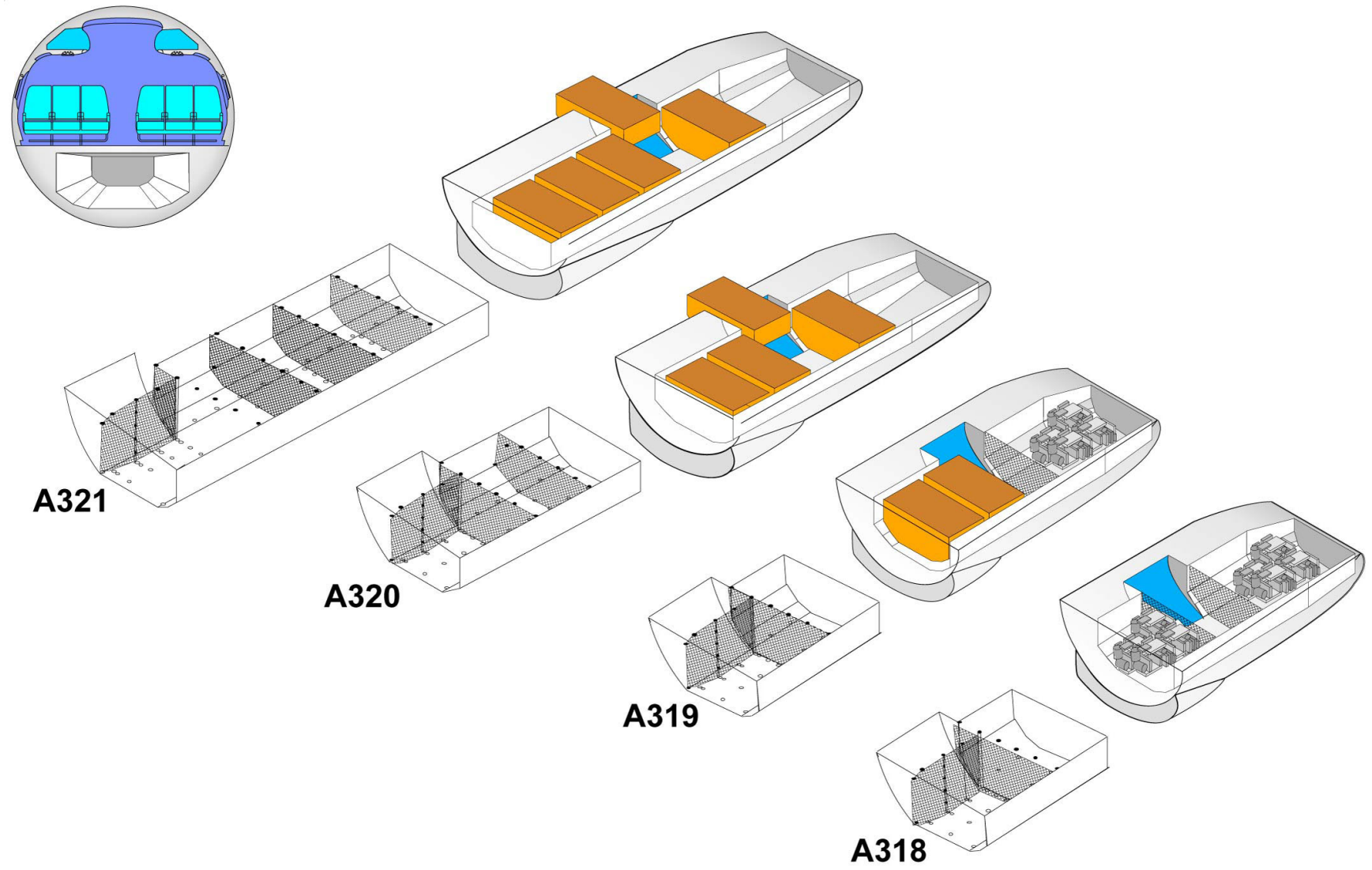

RELEASE CABLE PATH

# CARGO LOADING OPERATION (OPTION) (2)

## CARGO COMPARTMENT

The cargo configurations in the A320 family are:
- the FWD cargo compartment of the A321 can receive five containers or pallets and the AFT cargo compartment five,
- the FWD cargo compartment of the A320 can receive three containers or pallets and the AFT cargo compartment four,
- the FWD cargo compartment of the A319 can receive two containers or pallets and the AFT cargo compartment two,
- there is no containerized cargo compartment on the A318.

UGB13131 - U7ST0M0 - UM25Y8000000001

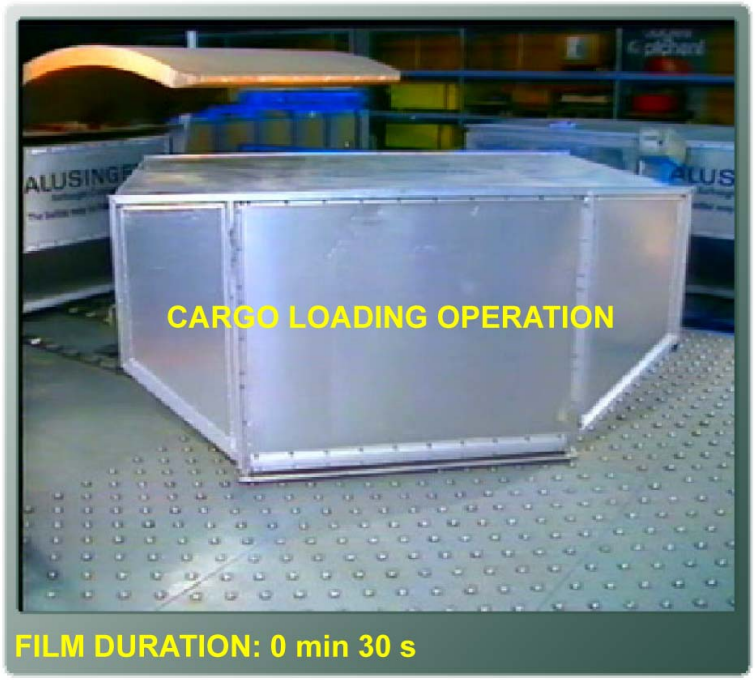



CARGO COMPARTMENT

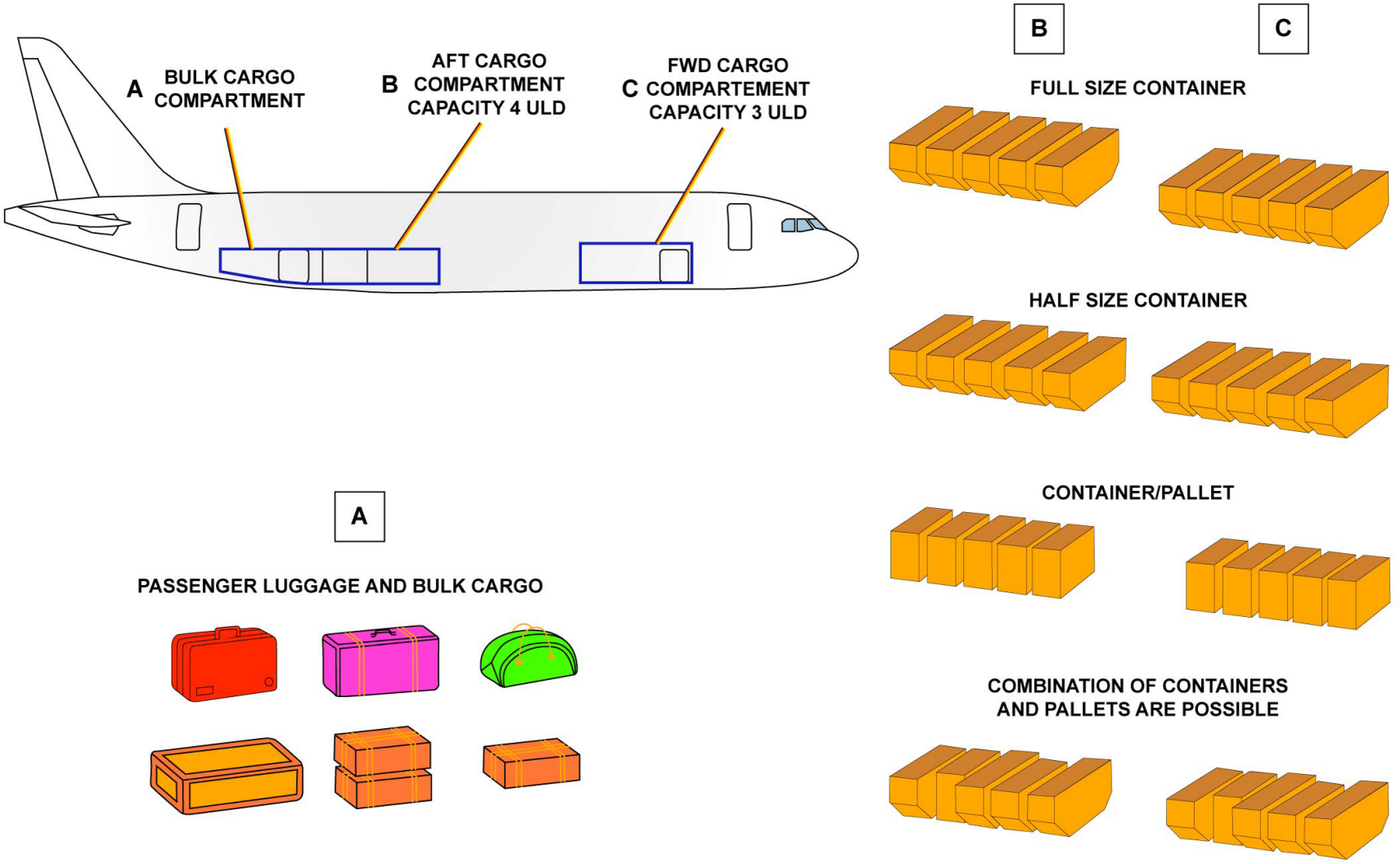
# CARGO LOADING OPERATION (OPTION) (2)

## TYPES OF CONTAINERS

The cargo compartments can be loaded with different types of containers:
- full size container,
- half size container,
- or pallet.




TYPES OF CONTAINERS




TYPES OF CONTAINERS

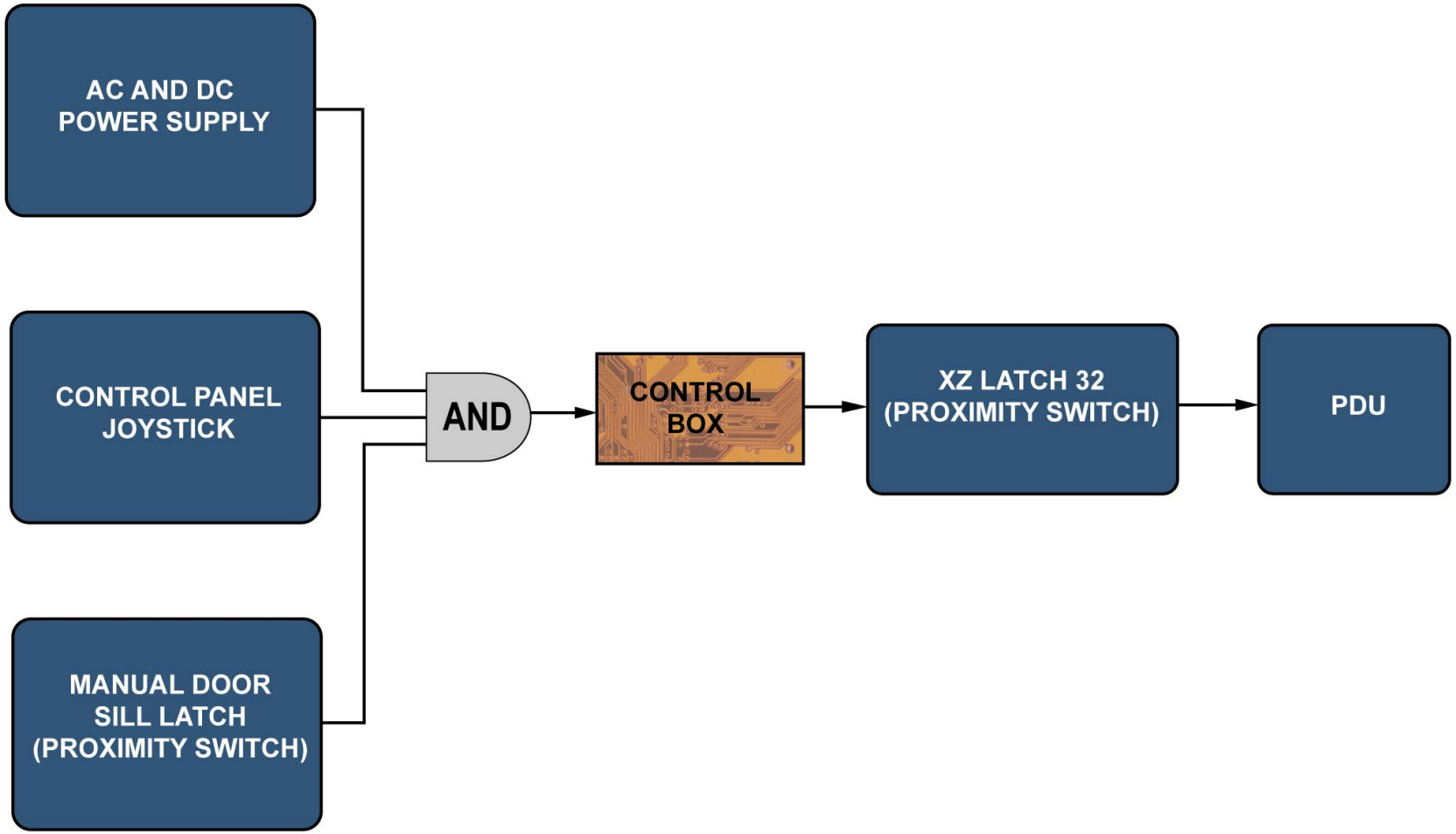
This Page Intentionally Left Blank

# CARGO LOADING OPERATION (OPTION) (2)

## CARGO COMPARTMENT SYSTEM LOGIC

The semi-automatic cargo loading systems in the forward and after compartments are identical; they have the same components and operate similarly.
Each forward and aft cargo loading system is controlled from a control panel installed on the cargo door. With Cargo Loading System (CLS) not electrically powered, it is possible to load or unload the Unit Loading Devices (ULDs) manually.

UGB13131 - U7ST0M0 - UM25Y8000000001




CARGO COMPARTMENT SYSTEM LOGIC

# CARGO LOADING OPERATION (OPTION) (2)

## NORMAL CARGO LOADING

Let's have a look to the A320 aft compartment loading and unloading. To prepare loading system for operation you will start by switching on the compartment lights. Lower the two manual sill latches and switch the control panel power on. The Cargo Loading System (CLS) is now ready to be used and you can push in the first container. The override-able sill latches will be pushed downwards by the weight of the container. Move the joystick to the IN position when the container is over the lateral Power Drive Unit (PDU). At the end of the lateral travel, move the joystick in the longitudinal direction. The longitudinal PDUs are now moving the container to the desired position. When the container has reached its position, release the joystick. You need to lock the container in position by raising the XZ-latch. The PDU underneath the container is now de-energized. Load the other containers by following the same procedure. The override-able sill latches move upwards by springs to prevent the container from rolling out again. The lateral PDU roller will rise and rotate in the desired direction when the joystick lateral direction command is operated. The longitudinal PDU is controlled in the same way. When the last container is loaded, switch off the control panel power, raise the two manual sill latches and switch off the compartment lights.

UGB13131 - U7ST0M0 - UM25Y8000000001

NORMAL CARGO LOADING

# CARGO LOADING OPERATION (OPTION) (2)

## NORMAL CARGO UNLOADING

To prepare the cargo loading system for operation, start by switching on the compartment lights. Lower the two manual sill latches, then switch on the power for the control panel. Operate the sill latch switch to retract the override-able sill latches and operate the joystick to the OUT position. To unload the next container you need to lower the XZ-latch to re-energize the PDU underneath it. Use the joystick to move the container towards the ball-mat area. Operate the sill latch switch again and move the joystick to the OUT position. Unload the other containers by using the same procedure. When the cargo compartment is empty, switch off the control panel power, raise the two manual sill latches and switch off the compartment lights.

UGB13131 - U7ST0M0 - UM25Y8000000001

NORMAL CARGO UNLOADING

# CARGO LOADING OPERATION (OPTION) (2)

## MANUAL CARGO LOADING

To prepare the cargo loading system for manual loading, lower the manual sill latches. Push the container in. The override-able sill latches are lowered by the weight of the container. When the container is completely moved inwards the override-able sill latches secure the container against rolling out again. Push the container to the required position and secure it by raising the XZ-latch. Use the same procedure for the next containers. When loading is completed, raise the two manual sill latches again.

UGB13131 - U7ST0M0 - UM25Y8000000001

MANUAL CARGO LOADING

# CARGO LOADING OPERATION (OPTION) (2)

## MANUAL CARGO UNLOADING

To prepare the cargo loading system for manual unloading you need to lower the two manual sill latches and operate the sill latch lever to lower the override-able sill latches. Pull the container by hand out.
NOTE: For safety reasons you should raise the override-able sill latches before you unlock the next container.
To be able to move the next container, you need to lower the XZ-latch. Pull the container towards the cargo door and lower the override-able sill latches. Use the same procedure until the compartment is empty. When unloading is completed, raise the override-able sill latches and the two manual latches again.

UGB13131 - U7ST0M0 - UM25Y8000000001

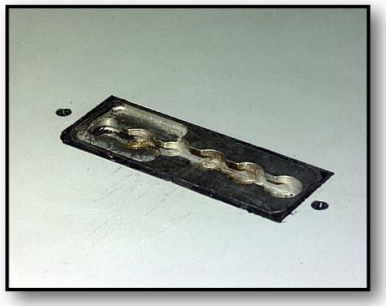
MANUAL CARGO UNLOADING

# CARGO BULK LOADING D/O (A319/320/321) (2)

## FWD CARGO BULK LOADING

The following explications are for the A320.
The FWD cargo compartment has items used for occasional bulk loading:
- tie down points,
- net attachment points,
- load placards,
- markings to show ceiling clearance,
- divider nets/door nets.

UGB13131 - U7ST0M0 - UM25DH000000001



TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

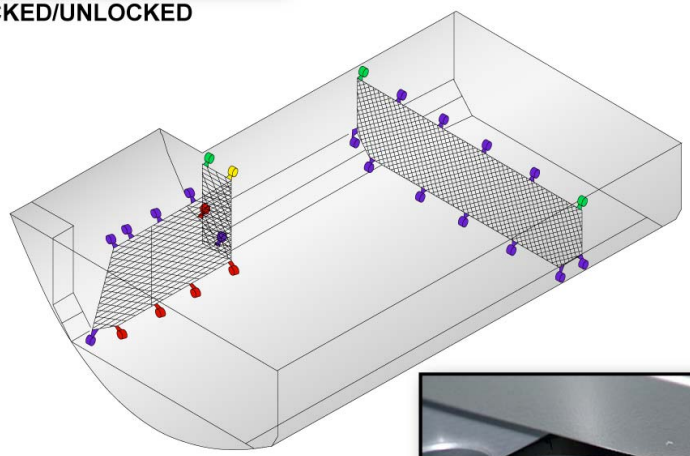
B

TIE DOWN POINT

C

TYPICAL TIE DOWN POINT

A



TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

D

- A
- B
- C
- D

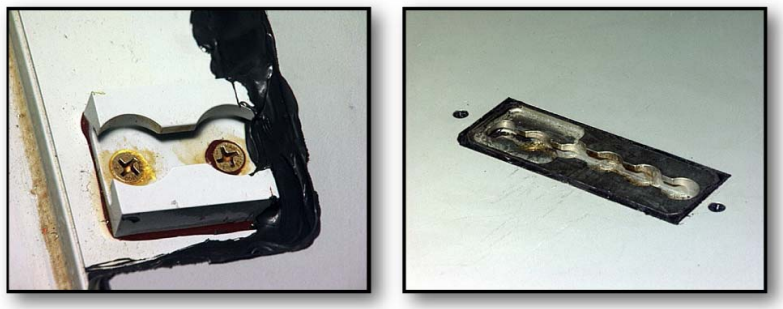
FWD CARGO BULK LOADING

# CARGO BULK LOADING D/O (A319/320/321) (2)

## AFT CARGO BULK LOADING

The aft cargo compartment has items used for occasional bulk loading:
- tie down points,
- net attachment points,
- load placards,
- markings to show ceiling clearance,
- divider nets/door nets.

A divider net isolates the aft cargo compartment from the bulk cargo compartment.



TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

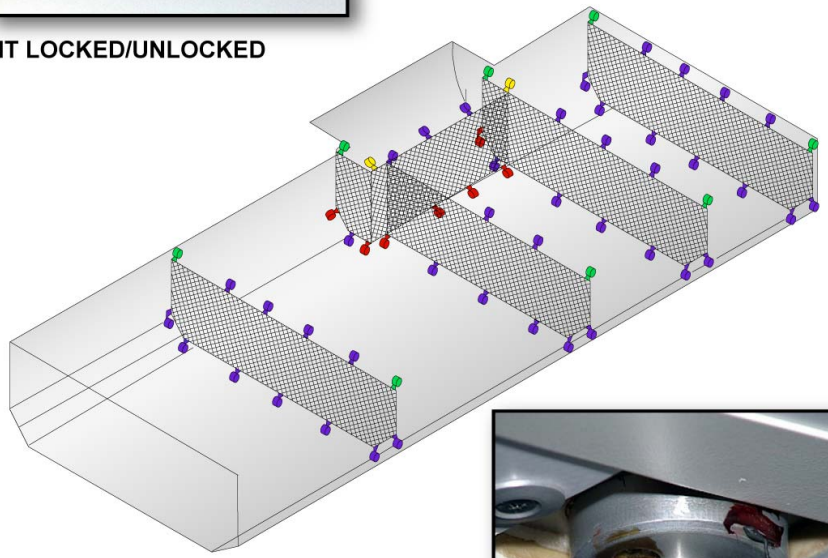
B

TIE DOWN POINT

C

TYPICAL TIE DOWN POINT

A



TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

D

- A
- B
- C
- D

AFT CARGO BULK LOADING

UGB13131 - U7ST0M0 - UM25DH000000001

# CARGO BULK LOADING D/O (A319/320/321) (2)

## BULK CARGO COMPARTMENT

The bulk cargo compartment only has items used for bulk loading. Access to the bulk cargo compartment is gained through the bulk cargo door, if the option is installed or through the aft cargo door. The items for bulk loading are:

- typical tie down points,
- tie down points,
- typical attachment points,
- typical multiple attachment points,
- door nets.

UGB13131 - U7ST0M0 - UM25DH000000001

TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

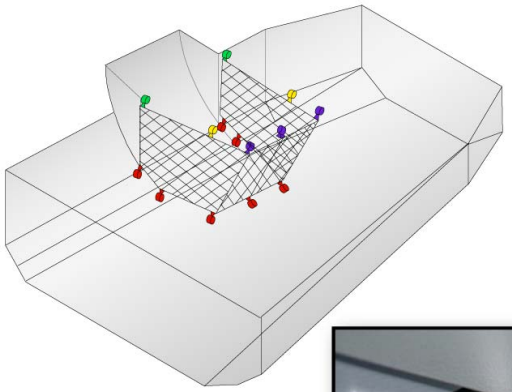
B

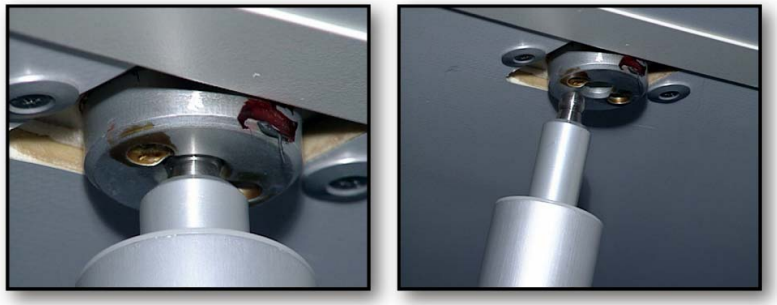
TIE DOWN POINT

C

TYPICAL TIE DOWN POINT

A





TYPICAL ATTACHMENT POINT LOCKED/UNLOCKED

D

- A
- B
- C
- D

BULK CARGO COMPARTMENT

# DRAINING SYSTEM D/O (3)

## FWD CARGO COMPARTMENT

### DESCRIPTION

The drainage system is installed at the aft end of the compartment at FR 34 below the cargo compartment floor. The system collects and lets rain water, condensation and spilt liquids flow out of the cargo compartment.

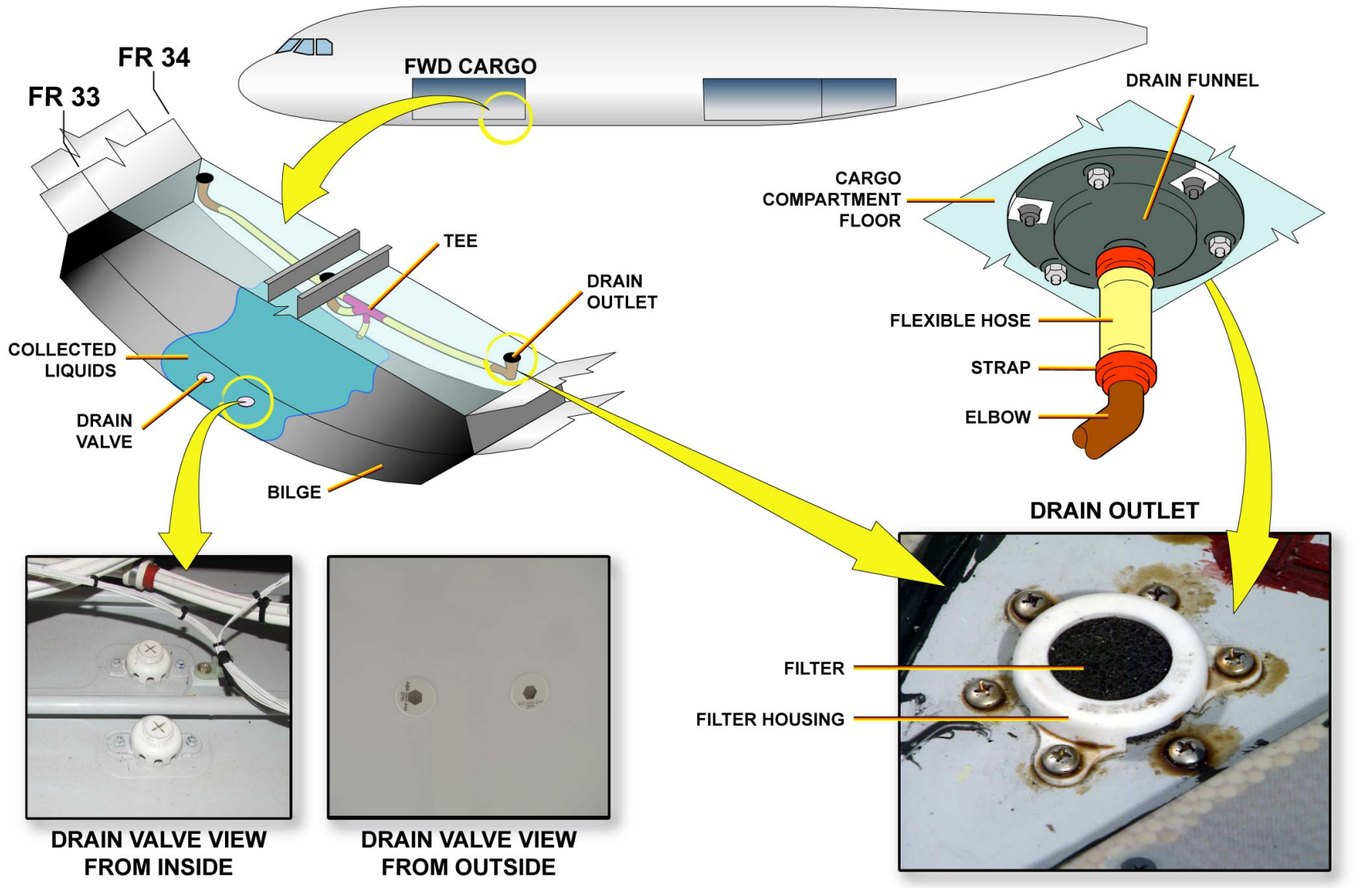
The drainage system has filters, filter housings, drain funnels, elbows and flexible hoses. The filter and filter housing are installed on the cargo compartment drain outlets. The filter prevents a blockage of the drain system. The drain funnels are installed beneath the drain outlets. Flexible hoses connect the drain funnels to the elbows. From the elbows, the flexible hoses end at a mutual tee. The flexible hoses are secured in position with straps.

### OPERATION

The rain water, condensation and spilt liquids that may have collected in the cargo compartment, flow out through the drain outlets. From the drain outlets, the liquids move through drain funnels, elbows and flexible houses into the tee. The tee lets the liquid out into the bilge (fuselage lower shell) where the collected liquid is let out of the A/C through drain valves. The drain valves are installed in the fuselage structure near to the lowest points.

The drain valves close to prevent loss of cabin pressure (when cabin pressurization reaches 2 psi/0.1378 bar). As the cabin decreases below the preset value (normally after the A/C has landed), the drain valves open under spring tension to allow any water that has collected to drain away.

UGB13131 - U7ST0M0 - UM25DI000000001




FWD CARGO COMPARTMENT - DESCRIPTION & OPERATION

# DRAINING SYSTEM D/O (3)

## AFT CARGO COMPARTMENT

### DESCRIPTION

The drainage system is installed at the aft end of the compartment at FR 58 & FR 59 below the cargo compartment floor. The system collects and lets rain water and spilt liquids flow out of the cargo compartment.

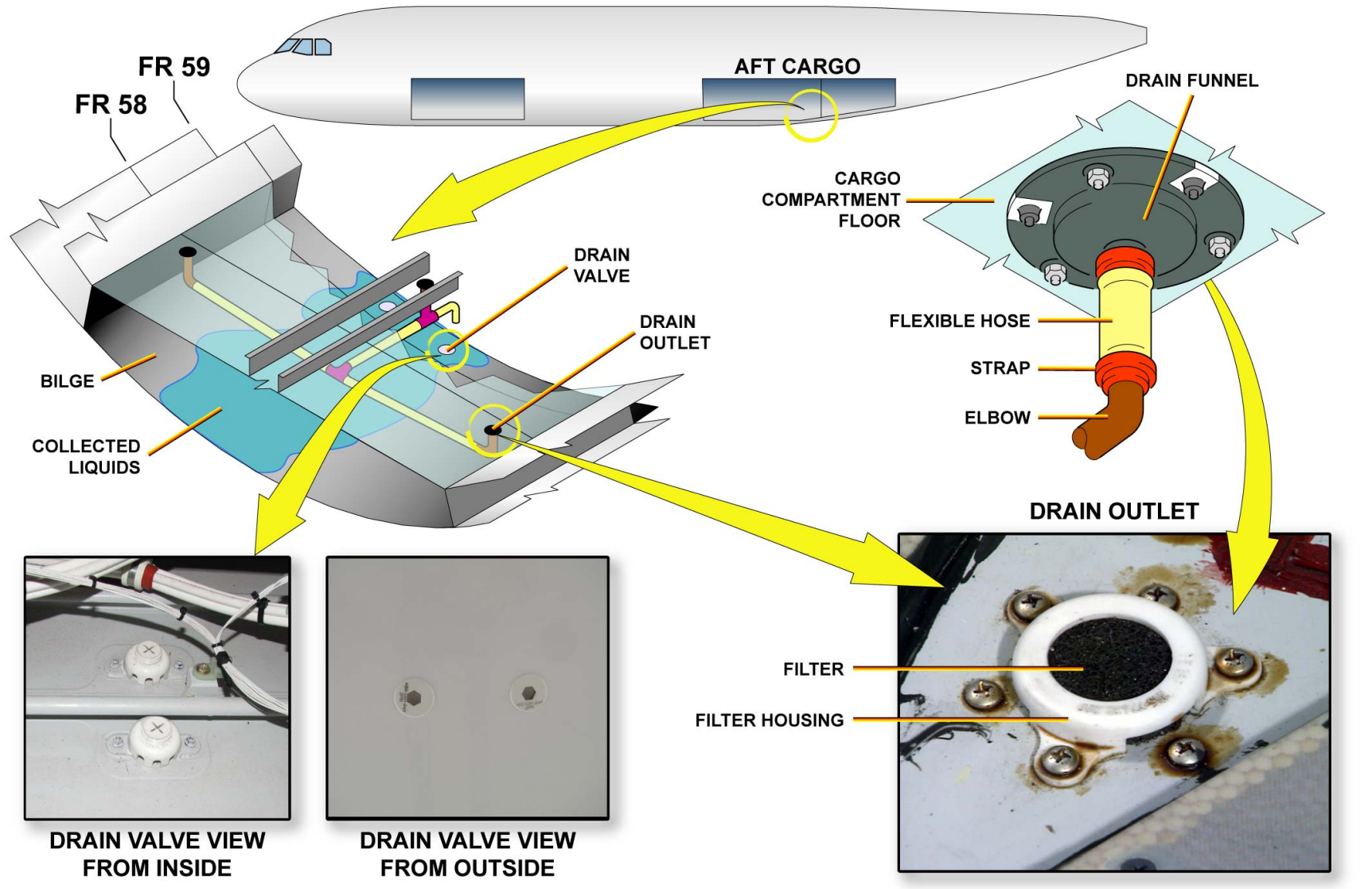
The drainage system has filters, filter housings, drain funnels, elbows and flexible hoses. The filter and filter housing are installed on the cargo compartment drain outlets. The filter prevents a blockage of the drain system. The drain funnels are installed beneath the drain outlets. Flexible hoses connect the drain funnels to the elbows. From the elbows, the flexible hoses end at a mutual tee. The flexible hoses are secured in position with straps.

### OPERATION

The rain water and spilt liquids that may have collected in the cargo compartment, flow out through the drain outlets. From the drain outlets, the liquids move through drain funnels, elbows and flexible houses into the tee. The tee lets the liquid out into the bilge (fuselage lower shell) where the collected liquid is let out of the A/C through drain valves. The drain valves are installed in the fuselage structure near to the lowest points.

The drain valves close to prevent loss of cabin pressure (when cabin pressurization reaches 2 psi/0.1378 bar). As the cabin decreases below the preset value (normally after the A/C has landed), the drain valves open under spring tension to allow any water that has collected to drain away.

UGB13131 - U7ST0M0 - UM25DI000000001



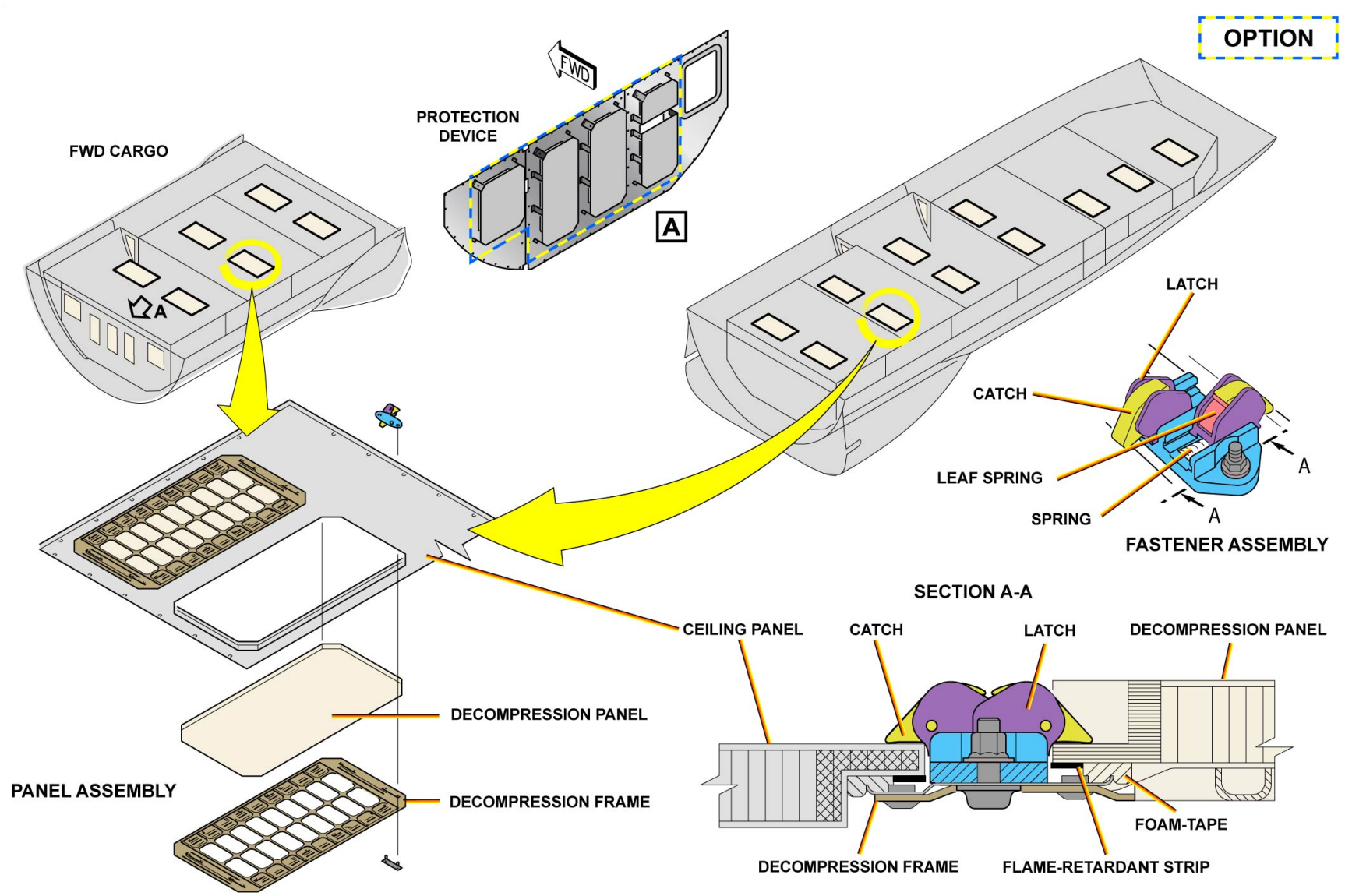

AFT CARGO COMPARTMENT - DESCRIPTION & OPERATION

# CARGO COMPARTMENT DECOMPRESSION PANEL D/O (3)

## RAPID DECOMPRESSION PANELS DESCRIPTION

The rapid decompression panels (blow-in/blow-out) are installed in the ceiling panels and in the fixed partition walls. They prevent damage to the aircraft structure in case of sudden pressure difference. The system prevents a pressure difference between different areas in the aircraft (cockpit/cabin, or cabin/cargo compartment). The panels have a composite structure made of a honeycomb-core and a flame-retardant laminated-skin. Foam-tape is bonded into the recess of the panel border and makes a seal between the panel and the frame. There is a flame-retardant strip between the Foam-tape and the border edge.
The Panel assemblies include a panel, a frame and fastener assemblies. The fastener assemblies are attached to the frames and include some latches, springs and catches.
Optionally, protection devices can be installed on the FWD cargo to protect the rapid decompression panels.

UGB13131 - U7ST0M0 - UM25DK000000001



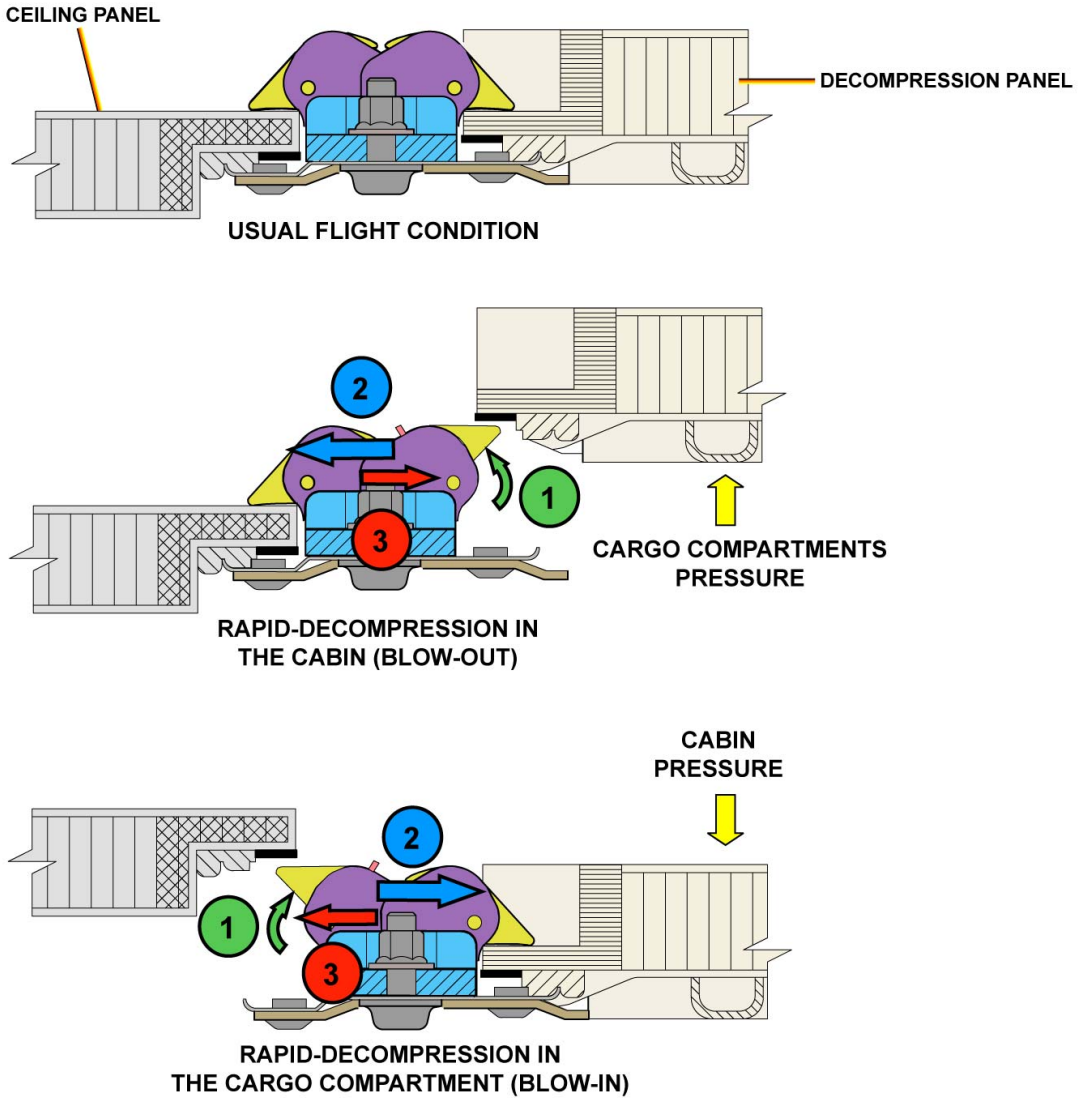

RAPID DECOMPRESSION PANELS DESCRIPTION

# CARGO COMPARTMENT DECOMPRESSION PANEL D/O (3)

## RAPID DECOMPRESSION PANELS OPERATION

If a rapid-decompression occurs in the Cabin, the higher air pressure pushes the panel against their fasteners.
This force will release the catches and the panels are blown outboard (Blow-out). The higher air pressure can flow from the cargo compartment to the Cabin.
If a rapid-decompression occurs in the cargo compartment, the higher air pressure pushes the panel assemblies against their fasteners.
This force will release the catches and the panel assemblies are blown inboard (Blow-in). The higher air pressure can flow from the cabin to the Cargo Compartment.

UGB13131 - U7ST0M0 - UM25DK000000001



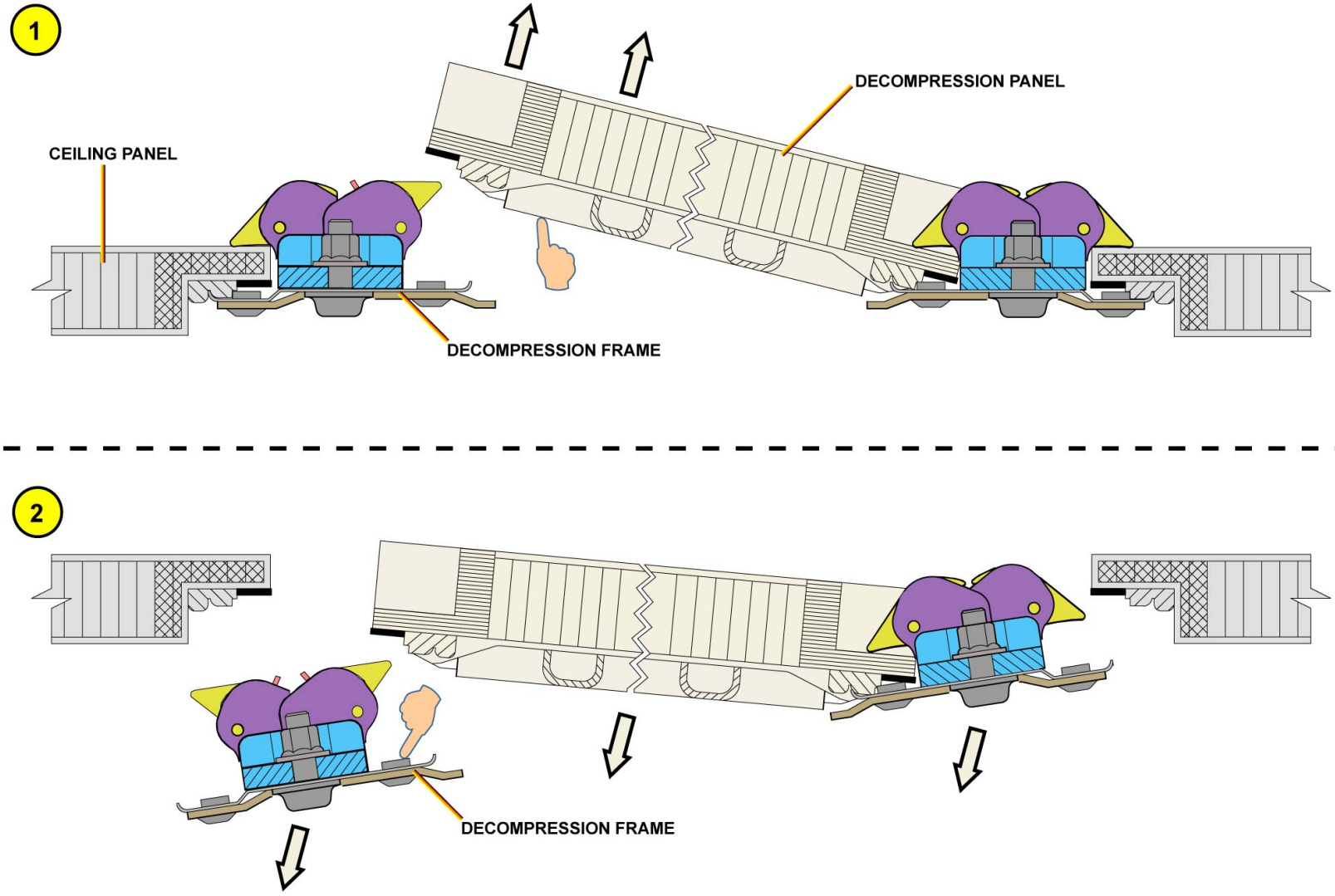

RAPID DECOMPRESSION PANELS OPERATION

# CARGO COMPARTMENT DECOMPRESSION PANEL D/O (3)

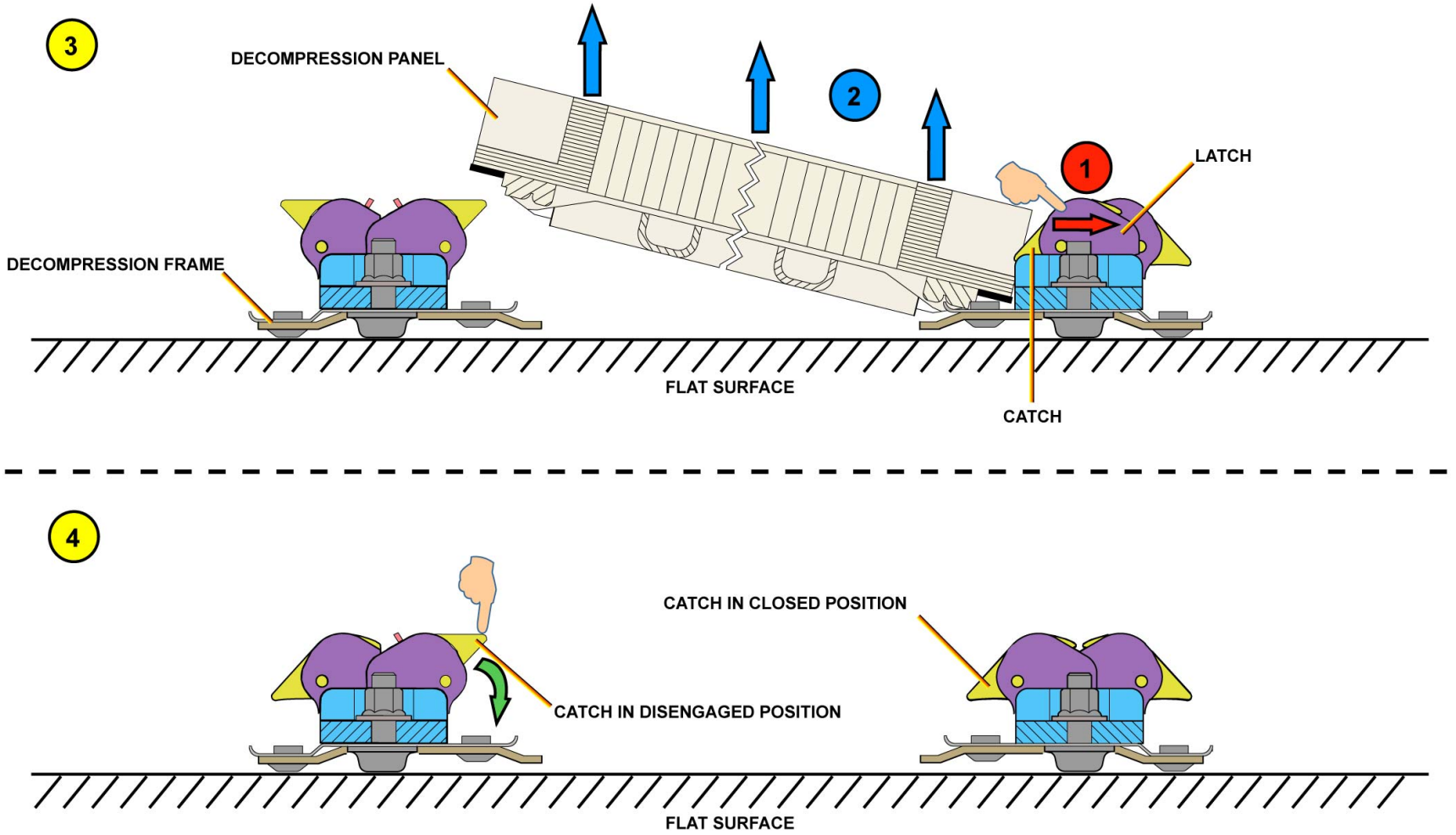
## RAPID DECOMPRESSION PANELS RESET

The reset of rapid decompression panel is done from the inside of the cargo compartment.
To remove the panel assembly, push in the disengaged part of the panel to have access behind the frame.
Put your fingers behind the frame and carefully pull the frame and the panel out from the ceiling panel into the cargo compartment.
To separate the panel from the frame, put the frame on a flat surface with the panel on the top. Push each latch back to disengage the catch from the panel, separate the panel from the frame.
Push all catches that are in the disengaged position to the closed position.
To assemble the panel and the frame back together, put the panel on the center of the catches on the frame. Carefully push the panel until each catch engages. You can hear a click sound when each catch engages correctly.
To put the panel assembly back in the ceiling panel, carefully push the panel assembly until each catch engages. You can hear a click sound when each catch engages correctly.

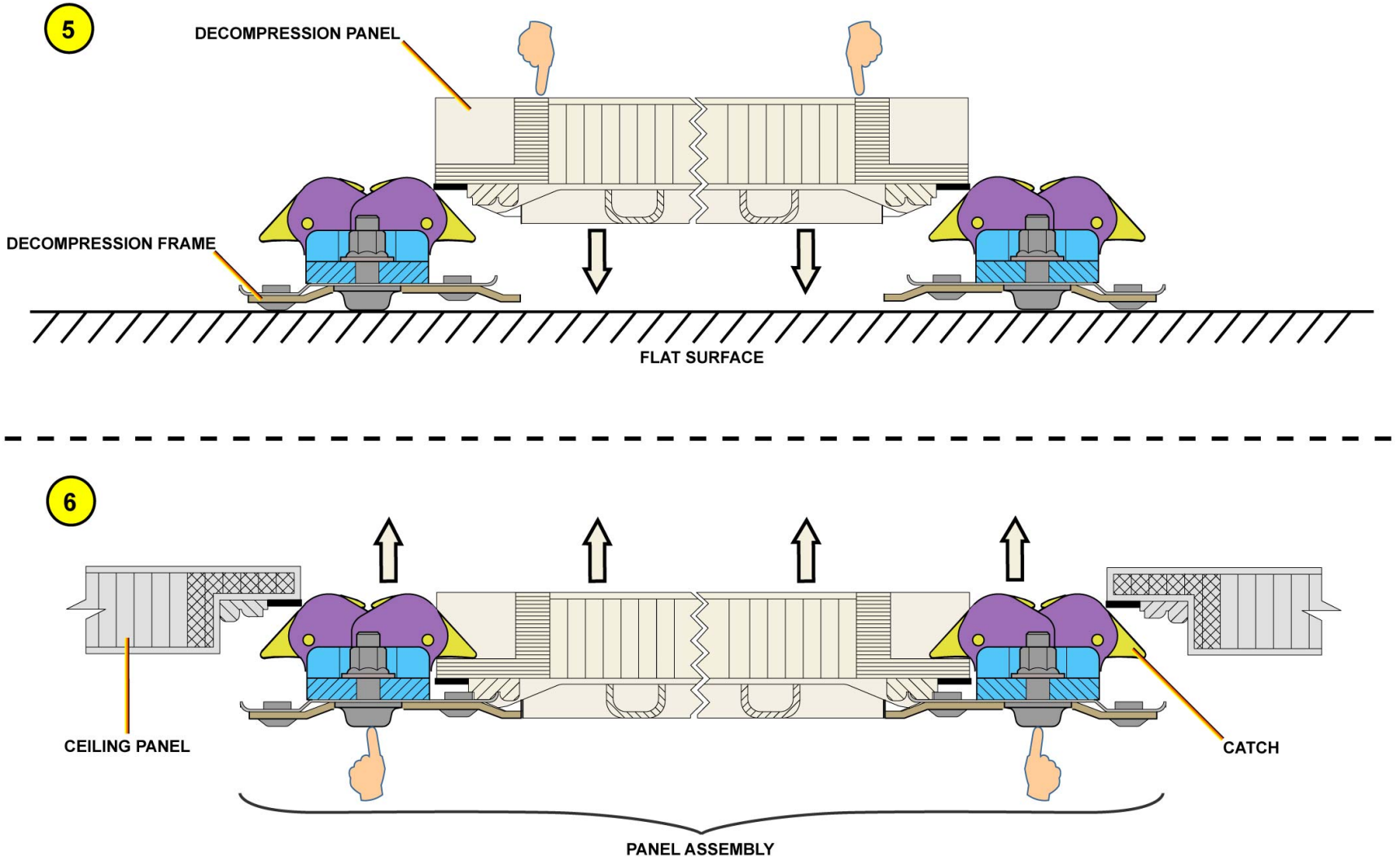
UGB13131 - U7ST0M0 - UM25DK000000001




RAPID DECOMPRESSION PANELS RESET




RAPID DECOMPRESSION PANELS RESET




RAPID DECOMPRESSION PANELS RESET

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## DAILY CHECKS

The passenger cabin is checked for general condition and cleanliness. Galleys and lavatories are checked for general condition, cleanliness and evidence of water leakage. The passenger cabin emergency equipment is checked for presence, proper stowage and condition.

UGB13131 - U7ST0M0 - UM25BA000000002

DAILY CHECKS

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MEL/DEACTIVATION

### ESCAPE SLIDE/SLIDE RAFT

One or more Escape Slide/Slide Raft Cabin Passenger Door may be inoperative provided the associated door is considered inoperative. Refer to MEL (ITEM 25-62-01A) for dispatch conditions.

NOTE: When an overwing escape slide is inoperative, both emergency exits on the same side are considered inoperative.

UGB13131 - U7ST0M0 - UM25BA000000002

**PURSER STATION**

**DOORS AND SLIDES STATUS CHECK**

**A319/A320/A321**
MASTER MINIMUM EQUIPMENT LIST

**MMEL ITEMS**
**25 - EQUIPMENT/FURNISHINGS**
25-62 - Cabin Escape Facilities

| 25-62-01 | Cabin Passenger Door Slide or Slide Raft |
|---|---|

Applicable to:

1 **25-62-01A Slide inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | 4 | – | No |

One or more may be inoperative provided that the associated door is considered inoperative.
*Refer to Item 52-10-01 Cabin Passenger Door*

2 **25-62-01B Slide removed**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | 4 | – | No |

**(m)** One or more may be removed provided that the associated door is considered inoperative.
*Refer to Item 52-10-01 Cabin Passenger Door*

Reference(s)

**(m)** *Refer to AMM 52-10-00-040-001*

| 25-62-02 | Overwing Emergency Exit Slide or Slide Raft |
|---|---|

3 Applicable to:

4 **25-62-02A Slide inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | 2 | – | No |

One or both may be inoperative provided that the associated overwing emergency exit is considered inoperative.
*Refer to Item 52-10-02 Overwing Emergency Exit*

*Note: When an overwing escape slide is inoperative, both emergency exits on the same side are considered inoperative.*

5 **25-62-02B Slide removed**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | 2 | – | No |

**(m)** One or both may be removed provided that the associated overwing emergency exit is considered inoperative.
*Refer to Item 52-10-02 Overwing Emergency Exit*

*Note: When an overwing escape slide is inoperative, both emergency exits on the same side are considered inoperative.*

Reference(s)

**(m)** *Refer to AMM 25-62-00-040-006*

MEL/DEACTIVATION - ESCAPE SLIDE/SLIDE RAFT

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MEL/DEACTIVATION (continued)

### SLIDE BOTTLE PRESS INDICATION ON THE FAP (CIDS)

The Slide Bottle Pressure Indication (if installed) of the Overwing Emergency Exit on the Flight Attendant Panel (FAP) may be inoperative. Refer to MEL (ITEM 25-62-07A) for dispatch conditions.

UGB13131 - U7ST0M0 - UM25BA000000002

**MMEL EXTRACT**

| A319/A320/A321 MASTER MINIMUM EQUIPMENT LIST | MMEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-62 - Cabin Escape Facilities |
|---|---|

| 25-62-06 | Passenger Door CHECK SLIDE PRESSURE Message on Flight Attendant Panel (FAP) |
|---|---|

Applicable to:

25-62-06A

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| D | 4 | 0 | No |

(m) One or more messages may be displayed provided that the slide bottle pressure is checked before the first MMEL dispatch and then every 600 flight hours or every 4 months, whichever occurs first.

Reference(s)

(m) *Refer to AMM 25-62-00-040-009*

| 25-62-07 | Overwing Emergency Exit CHECK SLIDE PRESSURE Message on Flight Attendant Panel (FAP) |
|---|---|

Applicable to:

16 25-62-07A Check of the slide bottle pressure

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| D | 2 | 0 | No |

(m) One or both messages may be displayed provided that the associated slide bottle pressure is checked before the first flight of each day.

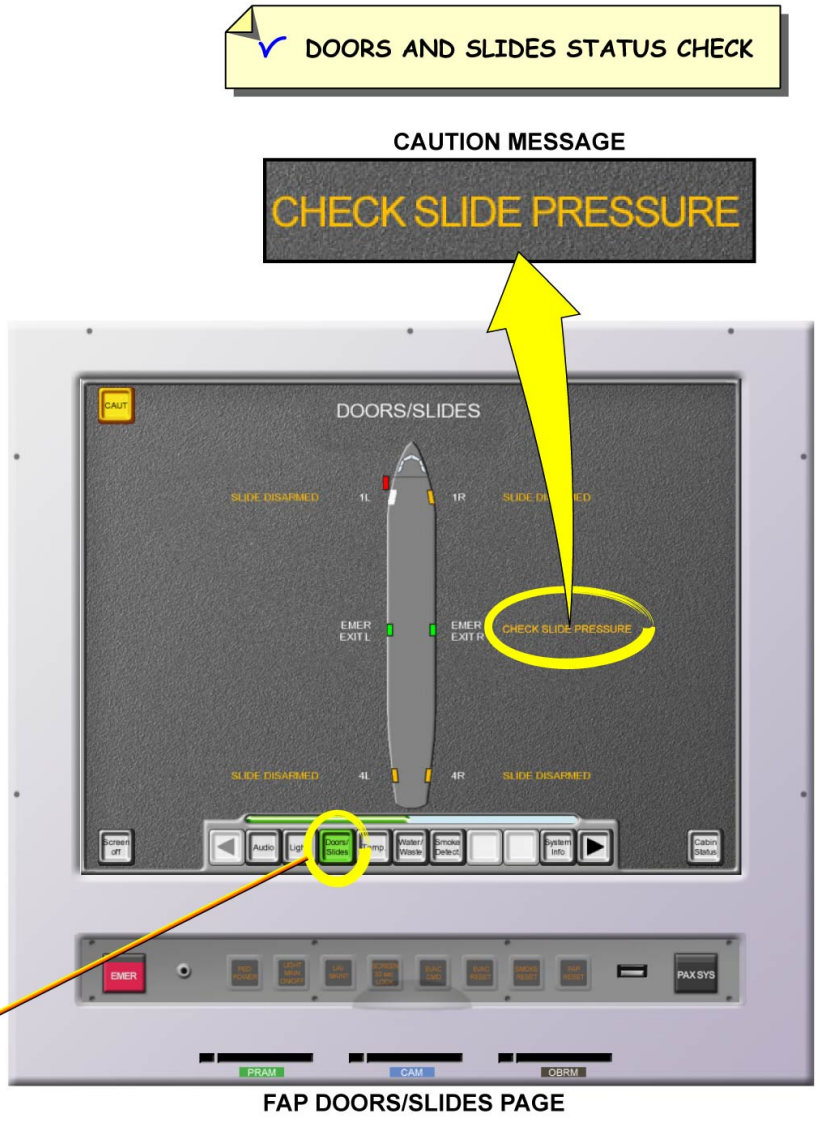
Reference(s)

(m) *Refer to AMM 25-62-00-040-005*

17 25-62-07B Overwing emergency exits considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | 2 | – | No |

One or both messages may be displayed provided that both overwing emergency exits on the same side are considered inoperative.
*Refer to Item 52-10-02 Overwing Emergency Exit*




MEL/DEACTIVATION - SLIDE BOTTLE PRESS INDICATION ON THE FAP (CIDS)

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MEL/DEACTIVATION (continued)

### CARGO COMPARTMENT

One cargo compartment lining or decompression panel may be missing or being damaged. In this case the affected cargo compartment must remain empty, or only non-combustible or non-inflammable material may be loaded.

UGB13131 - U7ST0M0 - UM25BA000000002

MEL/DEACTIVATION - CARGO COMPARTMENT

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MAINTENANCE TIPS

### PRESS GAGE INDICATION CHECK (IF NOT CONNECTED TO CIDS)

The PAX door escape slide and its inflation reservoir are installed on a pack board at the bottom of the door behind a decorative cover. The inflation reservoir is part of the slide pack assembly. The inflation reservoir pressure can be checked through a pressure gage. Moreover, the door escape slide/raft pressure indication check must be done in relation with the Maintenance Planning Document (MPD) (600FH, 750FC, 100 days).

A correct indication is shown when:

- the gage needle is in the green band,
- or on the right of the green band.

An incorrect indication is shown when the gage needle is on the left of the green cursor.

NOTE: The cursor is sensitive to temperature changes and moves independently of the gage needle. It reacts to temperature changes faster than the gas expansion in the inflation reservoir

If the gage shows an incorrect indication wait for temperature conditions to become stable, then examine the gage again. If the gage continues to show an incorrect indication, you must replace the slide pack assembly.

### PAX DOOR SLIDE R/I AND SAFETY PRECAUTIONS

Four cabin PAX door slides are installed, one or more may be inoperative or removed provided the associated emergency exit is considered inoperative.

To remove the PAX doors escape slide you have to perform several precautions on:

- the door damper and emergency operation cylinder,
- the escape-slide.

To disarm the percussion mechanism of the door damper and emergency operation cylinder you have to:

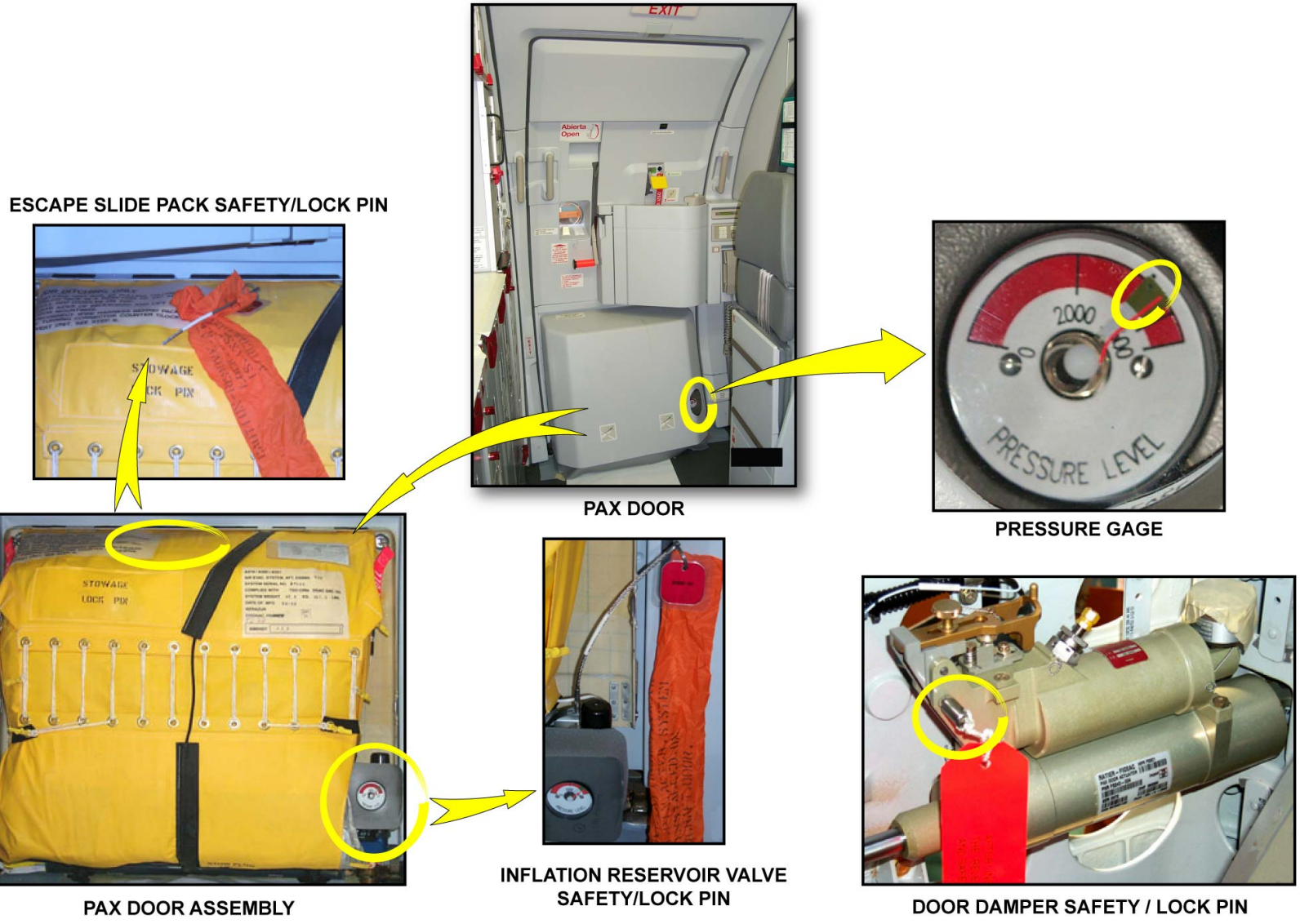
- install the SAFETY/LOCK PIN,
- remove and discard the lockwire from the knurled screw,
- loosen the knurled screw,
- pull back the striker lever to disarm it,
- tighten the knurled screw.

To safety the inflation reservoir of the escape-slide you have to:

- install the safety/lock pin assembly in the valve/regulator assembly of the inflation reservoir.

NOTE: The safety/lock pin assembly is kept in a stowage pocket on the soft-cover of the pack-assembly.

UGB13131 - U7ST0M0 - UM25BA00000002




MAINTENANCE TIPS - PRESS GAGE INDICATION CHECK (IF NOT CONNECTED TO CIDS) & PAX DOOR SLIDE R/I AND SAFETY PRECAUTIONS

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MAINTENANCE TIPS (continued)

### EMERGENCY EXITS R/I AND SAFETY PRECAUTIONS

The installed overwing exits per side have to be considered inoperative, when the related pressure bottle shows low pressure, or the bottle has been removed from the aircraft.

NOTE: When an over wing escape slide is inoperative, both emergency exits on the same side are considered inoperative.

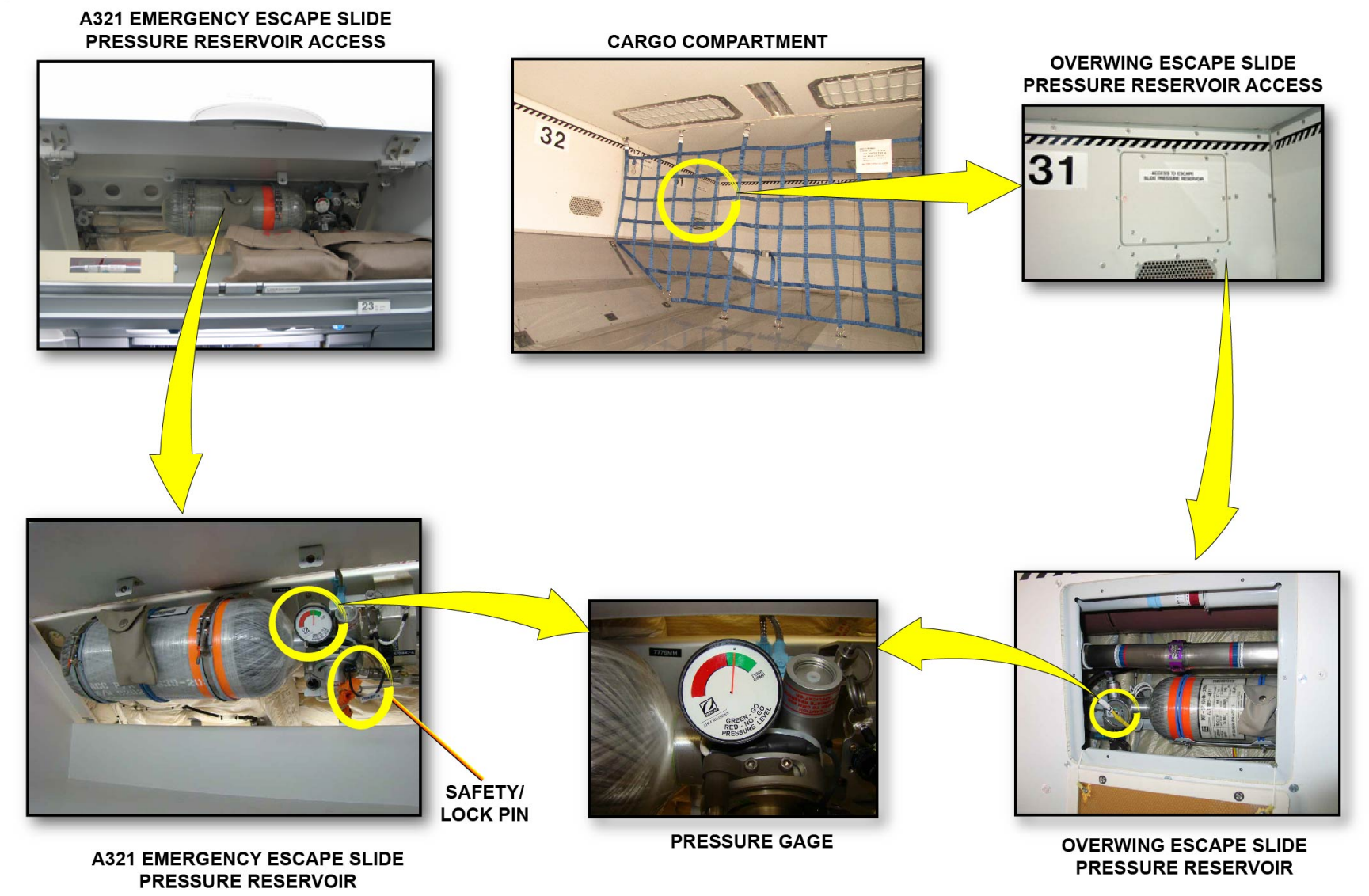
If the gage shows an incorrect indication, you must replace the inflation reservoir.

Safety the applicable inflation reservoir:

- remove the safety/lock pin assembly from the pocket,
- install the safety/lock pin assembly in the valve/regulator assembly.

WARNING: MAKE SURE THAT THE SAFETY/LOCK PIN IS CORRECTLY INSTALLED ON THE REGULATOR VALVE ASSEMBLY OF THE INFLATION RESERVOIR.
THIS PREVENTS ACCIDENTAL:
- DISCHARGE OF THE INFLATION RESERVOIR
- DEPLOYMENT OF THE ESCAPE-SLIDE
WHICH CAN CAUSE INJURY AND/OR DAMAGE.
BE CAREFUL WITH THE INFLATION RESERVOIR AND ITS COMPONENTS. THE RESERVOIR IS AN ALUMINUM BOTTLE WOUND IN CARBON FIBERS BONDED WITH EPOXY RESINS, AND IS PRESSURIZED WITH GAS.
IF YOU CAUSE DAMAGE TO THE RESERVOIR, THERE IS A RISK OF EXPLOSION.
NO DAMAGE IS PERMITTED.

UGB13131 - U7ST0M0 - UM25BA000000002




MAINTENANCE TIPS - EMERGENCY EXITS R/I AND SAFETY PRECAUTIONS

# EQUIPMENT FURNISHINGS LINE MAINTENANCE (2)

## MPD CHECK ITEMS

### CARGO COMPARTMENT VISUAL INSPECTION

In relation with the MPD, the visual inspection of cargo compartment decompression and lining panels must be done every 500 Flight Hours (FH).
Examine each decompression panel for cracks and other damage.

NOTE: If a decompression panel is damaged, do a repair or replace the panel.

Make sure that each decompression panel has a seal installed: missing seals are not permitted. Make sure that seals are in the correct condition. Make sure that each decompression panel is in the correct position.
Examine each lining panel for cracks and other damage, as well as their correct attachment.

NOTE: If a lining panel is damaged, do a repair or replace the panel.

UGB13131 - U7ST0M0 - UM25BA000000002

**AFT CARGO COMPARTMENT BULK VERSION**

MPD CHECK ITEMS - CARGO COMPARTMENT VISUAL INSPECTION

*AIRBUS S.A.S.*
*31707 BLAGNAC cedex, FRANCE*
*STM*
*REFERENCE UGB13131*
*APRIL 2013*
*PRINTED IN FRANCE*
*AIRBUS S.A.S. 2013*
*ALL RIGHTS RESERVED*

*AN EADS COMPANY*